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Scale AVIATION Modeller Int

NEW MOSQUITO 1/48 TEST SHOT BUILT

Scaling Down
F-22A Raptor

Blitzspears

Mitsubishi F-1 & T-2

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Japanese Jaguars
in association with HobbyLink Japan

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- Messerschmitt Bf 110C

US Patrol
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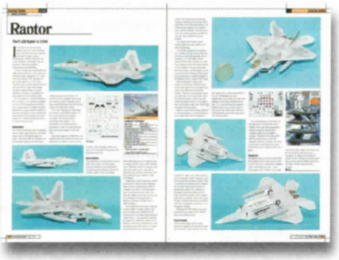

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Editorial

Give me a Trumpet and Show me the Measures to Play

There is an old saying that goes 'you can please some of the people some of the time, and you can annoy and offend quite a few of them with alarming regularity, but you can't please some of them ever, as they were probably born miserable, and, like Diogenes, would 'rather be mad than delighted.' Something like that anyway. Fortunately the feedback we receive is, on the whole, positive, and readers seem happy with the overall content and pitch of the magazine – a fact reflected in the marketplace, and we are very pleased to be able to look ahead to the coming year with confidence, in spite of the gloomy outlook forecast by those who control our destiny.

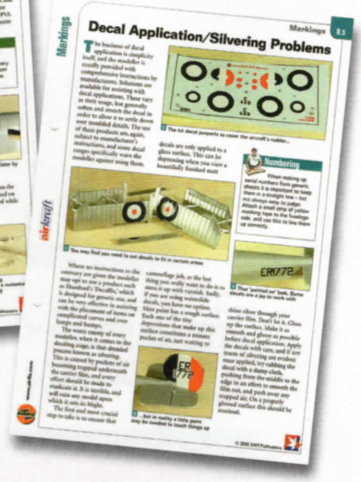
One recurring request we receive is for more 'how to' articles, especially from new readers, and those returning to the hobby after a lengthy period of time, to whom words and expressions like 'vacform,' Johnson's Klear,' and 'dry-brushing,' that we take for granted, simply have no meaning at all. Why, then, since there is clearly some demand for these kind of articles, do we not regularly feature articles showing how things should be done? The answer is threefold. Firstly, we do, secondly, we have done, and thirdly, we will continue to do so...

Nearly every feature and review that goes into these pages contains some hint or reference as to how various aspects of the model were built, and when a writer includes something innovative and of potential use to the wider readership, I am happy to allow them to expand on this at length. A classic example is Dave Hooper's epic series on the Cody Flyer. Not everyone will want to build one, in fact not everyone will even want to look at pictures of one, and I know from having been a reader of this magazine for several years before assuming my current role that not everyone will bother reading every page of every issue. The simple fact is, though, that the Cody series covered far more than simply one aircraft, and far more than even WWI and biplane subjects. Many of the techniques and tricks Dave employed are universal, and any modeller reading the pieces will have benefited from them, and learned something in the process. My own workbench – not usually home to much in the way of wires and fabric – has recently seen a number of badly made spoked wheels gradually improving thanks to the feature. I simply couldn't resist trying the technique out!

Another problem is how and when to run these features without repeating ourselves too often. Every issue our expanding readership will include a few new modellers looking for certain information, so if we run a feature on – say – how to mask a canopy, we provide a helpful hint for some, an item of passing interest to more, but a waste of space to most who will have been doing it for years. There is no doubting the value of the piece in itself, but six months later we will have more new readers who may want the same information, but are unlikely to see that feature repeated. Thus we try to include a broad coverage of modelling techniques spread over the entire magazine every month, and this is the prime focus of the magazine – being a modeller's magazine – rather than providing in-depth analysis of the Spitfire's much-disputed 'C' wing armament, which is the province of our sister magazine, *Model Aircraft Monthly*, whose Editor Mr. Neil Robinson can hold an audience enthralled on that very subject for hours at a time (or so it may seem. Just don't get him started on the gull-wing centre section).

What we have done in the past is to run a twelve-part series entitled *The Airkraft Guide*, which was included free with the magazine over the course of a year, and constituted an entirely new approach to the subject. Couched as an intermediate level guide to modelling techniques, it actually started at square one and covered pretty much everything from how to buy a model, to what to do with the things when you have finished them, and everything in between. It was written for and aimed at precisely the same kind of puzzled newcomer that is mystified by jargon, and may be regarded as fairly unique in as much as it says 'here's what you can do,' rather than 'look at what we can do!'. I can vouch for this, as I wrote it, and it is one of the other reasons we don't run a lot of dedicated 'how to' features, as we ran 96 pages of them comparatively recently.

This guide is still available as a series of ring bound A5 pages, together with a binder, and while it is by no means a feast of modelling virtuosity, it does contain a lot of useful tips culled from the *SAMI* review team, as well as all the experience reaped at enormous expense by its author, who ruined a lot of good kits trying to acquire such modest skills as he does possess. It's a simple way to bring newcomers to the hobby up to a point at which they can read this magazine and at the very least know what everyone is talking about.



One final note on content. This issue sees the end of HobbyLink Japan's involvement as sponsors of the *Modeller's Profile* section, and what better way to end than with the Mitsubishi F-1 and T-2? I would just like to take this opportunity to thank HLJ for all their assistance over the last twelve months in preparing these pieces, and others, and in particular to Mr. Joseph Tsai for his tireless efficiency. It's been a pleasure having you aboard chaps. See you somewhere, somewhen.

SAMI

Gary Hatcher
Editor, Scale Aviation Modeller

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News

Once again the show season is upon us – well, not so much a season, as a time of the year when a number of fairly prominent events happen in rapid succession – Huddersfield, Milton Keynes, Yeovilton, and our own favourite, Bolton, a small friendly event that seems to attract a superb crop of clubs and traders every January, and is the ideal place to start the modelling year.

Our commitment to bringing you a broad overview of scale aircraft modelling ensures that we will be doing our utmost to report on both the hobby and the industry that caters to it, and as such our attendance at shows this year will – hopefully – be stepped up. All three magazines in the SAM stable recognise the role of the modelling press as an interface between those buying and those selling, and there is nowhere like a model show to come face to face with both in all their many forms. The second hand trade, in particular, is a fascinating and much neglected area, especially in an age where a massive influx of high quality new toolings is putting ever more old and outmoded kits on the market. The gulf between kit collectors and kit builders is growing wider, as what is gold to the former becomes of less value to the latter, and it is getting harder and harder to find anything in those boxes of jumble under the club stands that you actually want. Certainly the days when one might fork out £37 for an Esoteric vacform of the Fairey IIID are long past, and it's not so much a question of 'if' and 'when' someone will produce a new kit, as 'who.' This is, indeed, the age of plenty.

Then there is the Nuremburg Toyfair just around the corner, and the annual rush to print the longest possible list of exciting new announcements that may or may not come to light. The Editor is already dusting off his *Langenscheidt* and planning an hour off on the *Hauptbahnhof* for coffee, Currywurst, and the *Deutches Bundesbahn's* finest.

Between our three titles, *SAMI*, *MAM*, and the military annexe *SMMI*, we aim to be everywhere from Folkestone to Perth, to Nuremburg and Ohio this year, and with reporters and sources covering events all over the world we are confident that if you want to keep your finger on the pulse of the hobby, your best bet is to place a subscription with this magazine now.

GH

SAMI

MONTHLY PRIZE DRAW

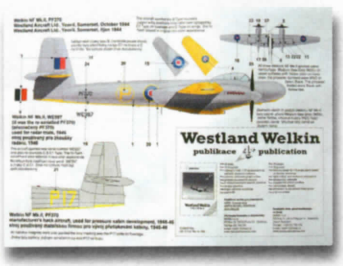
Subscribers' Monthly Prize Draw
January 2009
Mr Blakely, UK – Kit
Mr Tougard, France – Kit
Mr Tank, Germany – Kit
Entry to the monthly prize draw is FREE to all subscribers.

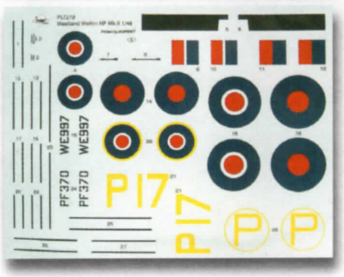
Earthbound

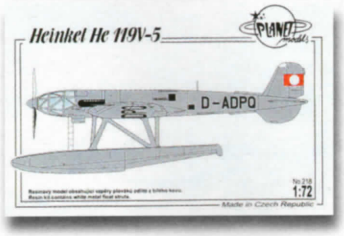
PLANET

As reported last month, Planet's 1/48 resin Westland Welkin NF Mk II (#219/€88.75) has now been released.

Other new arrivals from this source with UK importer Hannants are:







- 1/72 #218 Heinkel He 119 V5 £49.25
- 1/48 #216 Vought XF5U-1 Flying Pancake £49.25
- 1/48 #217 Bugatti 100 Racer £39.40

SAMI

Danish Fokker

CLASSIC AIRFRAME

A quick update on Classic Airframes'

impending releases, and the status thereof reveals a new issue of the Fokker D.XXI in Danish markings (4153£TBC).

SAMI

New Tool on Finals

AIRFIX

Rumours have been going around that the 1/24 Mosquito has been cancelled, but according to Mr. Trevor Snowden, who ought to know, the project is on track for a summer release, and will come initially as a FB.VI/NF.II. Airfix

have a number of other tools in the pipeline, readers will recall, and the new 1/72 Sea Harriers are, by all accounts, proceeding apace and will cover both the FRS.1 and the FA.2 – which latter will not be a reissue of the Xtrakit/MPM tool.

All systems are clearly go for the 1/48 TSR.2 (#10105/£28.00), and release is set for January 2009. Like the 1/72 kit this is a limited edition, so hopefully there will not be enough of them to oust a certain 9 Sqn masterpiece from the SIG table – although the last we heard they were changing their display to a 'What If' counterfactual history of the Tardis. Now that I would like to see in Swedish three-colour splinter camouflage!

Further reissues due soon from Airfix include:

- #05040 1/72 Focke Wulf Mistel
- #10101 1/48 Canberra B.2/B.20
- #50057 Science Museum History of Flight Gift Set

SAMI

'I've got a Little List'

AMODEL

It is indeed Toyfair time, which means that leaky buckets the world over are spilling interesting secrets forth. Many of these proposed releases will come to light, and many will continue to flit beyond the periphery for a year or two before either fading to nothing or actually turning into hard plastic. One of the most mysterious sources of these delightful lists is Amodel, who still owe us a 1/144 Avro Manchester, and who are now being quoted on the WWW as having a singular list of new releases due for some unspecified date:

- #1417 1/144 An-225 Mriya
- #1422 1/144 An-2 Colt
- #1424 1/144 UF-1
- #1425 1/144 C-130 Hercules
- #1426 1/144 Canberra
- #72159 1/72 An-24
- #72160 1/72 An-24T
- #72158 1/72 Il-40
- #72161 1/72 Ka-60
- #72148 1/72 Mi-22

Naturally the prospect of another C-130 in 1/144 is exciting, and another Canberra too. How long, one can only wonder, before they kit the An-225 in 1/72? It would not be out of place in their current catalogue!

SAMI

Spread those Wings

PACIFIC COAST MODELS

PAC are pleased to announce their next new 1/32 scale injection moulded kit. It is the Focke-Wulf Ta 152H-1 high altitude WWII German fighter (#32008/£TBC). Like others in the range, it comes with resin detail parts, Cartograf decals, colour marking/painting instructions and an Eduard etched set. Release date is sometime in January.

SAMI

Racing Ahead

AEROTECH

Purveyors of large scale racing aircraft Aerotech have passed on an update. Following a quiet year in 2008, with only the Macchi M.39 released, they promise to be more active in the coming year with the Supermarine S.6 now looking for a February release and more to follow.

For those waiting to get hold of the Supermarine S.4, they have been promised the next batch for early in January 2009.

SAMI

Thomas Myers: 1959 – 2008

ACCURATE MINIATURES

I was saddened to learn of the death of Tom Myers, of Accurate Miniatures. Tom was a graphic artist of enormous talent, whose colour profiles and decal artwork have been one of the cornerstones of the company. We had the pleasure of meeting him at Virginia Beach last year, and had discussed at length the ongoing story of Accurate Miniatures, and his enthusiasm for his work and confidence in the company's future were infectious and left us in no doubt that there are some great new things in the pipeline.

We would like to extend our keenest sympathies to his family and friends, and look forward to the further development and fruition of those plans he clearly cared so much about. Both the hobby and the industry have lost a real talent.

GH

SAMI

'The strongest link...'

HobbyLink JAPAN

This month sees the last of our Modellers Profiles in association with HobbyLink Japan. This month's profile is devoted to the 'Japanese Jaguar' the Mitsubishi F-1 & T-2.

The Modellers Profile is unique in catering specifically to the needs of modellers – providing build reviews, historical data and lists of currently available kits, accessories and decals. All these elements are not often found together.

The scale plans and colour profiles are prepared by respected artists and expert aviation historians, and the colour profiles are chosen to assist the active modeller looking for inspiration.

Every month we look at a wide variety of kits and products to compile the series, and this has made HobbyLink Japan the ideal partner.

HobbyLink Japan

NEW IN FEBRUARY

At a Glance

Nothing like starting the New Year in style! January's new arrivals have seen a whole spectrum of types and scales, but the biscuit has well and truly been taken this month by Revell, with the astonishingly cheap1/32 Ju 88A-1/4 and the Globemaster, which has been such an obvious omission from product lists for so long. With barely a month to go before the whole cycle starts up again at Nuremburg, congratulations to Revell for hitting the schedules with some big projects – and we can't wait to see what's in store next!

A Model	#02172	1/72	Ilyushin Il-20RT	£139.30
A Model	#72173	1/72	X-35 and X-35U/E	£10.85
A Model	#72180	1/72	Antonov An-32B	£45.40
Academy	#12703	1/48	MH-53E Sea Dragon	£54.86

Airfix	#04022	1/72	Mirage F.1C	£10.52
Airfix	#05035	1/72	Boeing Chinook	£11.50
Airfix	#10103	1/48	BAC Canberra PR.9	£27.39
Airfix	#50031	1/48	BAe Hawk Red Arrows	£14.70
Airfix	#50036	1/72	Bf 110 and Spitfire Mk IX Dogfight Double	£14.68
Airfix	#50039	1/72	Meteor Mk III and V1 flying bomb	£14.68
Anigrand Craftswork	#4023	1/144	Daimler-Benz Project-A	£59.99

Classic Airframe	#4112	1/48	Venom FAW.21/Sea Venom	£43.98
Classic Airframe	#4132	1/48	Grumman J4F Widgeon	£31.81
Czechmaster	#1191	1/72	De Havilland D.H.9A	£38.75
Czechmaster	#5031	1/72	IK-3	£21.75
Czechmaster	#5061	1/72	Ki-76 Stella	£22.75
Czechmaster	#5083	1/72	Kokusai Ta-Go	£18.25
Dragon	#4608	1/144	IDF KFIR C2 and C7 double kit	£8.32
Eduard	#8156	1/48	Fokker E.III	£18.50
Eduard	#8196	1/48	SPAD XIII Late	£18.40
Eduard Weekend	#8043	1/48	Roland C.II	£18.50
Eduard Weekend	#8444	1/48	D.H.2	£10.50
Eduard Weekend	#8482	1/48	Fokker D.VIIF Herman Göring	£10.50

F-rsin	#4406	1/144	Dassault Mercure Air Inter	£46.97
F-rsin	#4469	1/144	Fokker 27-500 Air France	£35.72
F-rsin	#4474	1/144	F27-100 Aer Lingus	£35.72
F-rsin	#4475	1/144	F27-200 British Midland Airways	£35.72
F-rsin	#4481	1/144	F27-200 British Midland Airways	£35.72
Hasegawa	#0924	1/72	Douglas EKA-3B Skywarrior VAQ-131	£25.47
Hasegawa	#0928	1/72	Focke Wulf Fw 190A-8 JG300	£11.75
Hasegawa	#0930	1/72	Tornado GR.4 14 Sqn 90th Anniversary	£19.59
Hasegawa	#0931	1/72	F-14D Tomcat VF-31 Tomcatters	£22.53

Hasegawa	#0932	1/72	B-24D Liberator Formation Ship	£38.20
Hasegawa	#0936	1/72	2 x AV-8B Harrier Plus VMA-513 & VMA-214	£28.40
Hasegawa	#8187	1/32	P-47D Thunderbolt 79th FG	£38.20
Hasegawa	#8189	1/32	Junkers Ju 87D-5 Winter Camouflage	£42.99
Hasegawa	#9807	1/48	F-4S Phantom II USS Midway	£28.40

continued...

NEW IN FEBRUARY

...continued

Hasegawa	#9825	1/48	Nakajima Ki-44-II Shoki (Tojo) China	£18.60
Hasegawa	#9826	1/48	F-16CG Fighting Falcon OSAN	£21.55
Hasegawa	#9827	1/48	F/A-18F Super Hornet VFA-41 Black Aces	£40.16
Hasegawa	#9828	1/48	Mitsubishi A6M3 Zero 204 Flying Group	£16.65
Hasegawa	#9829	1/48	F/A-18C Hornet VFA-97 Warhawks	£40.16
Hasegawa	#9830	1/48	A-7D Corsair II	£29.39
Hasegawa	#9831	1/48	Phantom FG.1 HMS Ark Royal	£29.39

HobbyBoss	#80274	1/72	F-16C Fighting Falcon	£9.77
HobbyBoss	#80275	1/72	F-16D Fighting Falcon	£9.77
HobbyBoss	#80314	1/48	Grumman TBF-1C Avenger	£29.35
HobbyBoss	#80325	1/48	Grumman TBM-3 Avenger Torpedo Bomber	£27.39
HobbyBoss	#80333	1/48	Republic F-105G Thunderchief	£25.43
HobbyBoss	#80335	1/48	PLAAF J-5	£14.67
HobbyBoss	#80336	1/48	MiG-17PF Fresco D	£14.67
HobbyBoss	#87224	1/72	AH-1F Cobra	£9.30
HobbyBoss	#87225	1/72	AH-1S Cobra	£9.30
HobbyBoss	#87228	1/72	UH-1B Huey	£9.30
HobbyBoss	#87229	1/72	UH-1C Huey	£9.30
HR Model	#7373	1/72	Jakovlev AIR-18 (UT-1 Reno)	£21.60
HR Model	#7374	1/72	Jakovlev AIR-20 (UT-2 Reno)	£21.60
ICM	#72171	1/72	MiG-25PD	£14.65
ICM	#72231	1/72	Heinkel He 70F-2 Spanish Air Force	£14.65

Kora	#72112	1/72	VEF Irbitis I-12 Swiss and Swedish	£34.65
Kora	#72113	1/72	VEF Irbitis I-12 Latvian Racer	£34.65
Kora	#72115	1/72	VEF Irbitis I-12 German and Rumanian	£34.65
Magna Models	#7294	1/72	Polikarpov I-185R	£18.63
Omega Models	#72377	1/72	De Havilland D.H.82A Puss Moth Japan	£43.30
Omega Models	#72380	1/72	De Havilland D.H.82A Puss Moth Iraq	£43.30
Omega Models	#72381	1/72	De Havilland D.H.82A Puss Moth Czechoslovakia	£43.30
Omega Models	#72382	1/72	De Havilland D.H.82A Puss Moth Spain	£43.30
Omega Models	#72383	1/72	IAMI Saequeh 80	£51.99

Ozmods	#14411	1/144	BAe Hawk Mk I	£9.77
Revell	#4044	1/144	Boeing C-17 Globemaster III	£19.56
Revell	#4555	1/48	DH Mosquito Mk IV	£16.63
Revell	#4728	1/32	Junkers Ju 88A-1/4	£29.36

RVHP	#2217	1/72	Embraer ERJ-145 LR Alitalia	£129.99
RVHP	#2220	1/72	Embraer ERJ-145 LU United Express	£129.99
RVHP	#2223	1/72	Embraer EMB-145 AEW Mexico	£129.99
RVHP	#4839	1/48	Grumman HU-16D Albatross	£216.60
RVHP	#7154	1/72	Embraer R-99A Brazil and Mexico	£129.99
RVHP	#7155	1/72	Embraer R-99B Brazil	£129.99

Special Hobby	#32030	1/32	Nieuport Ni.16 Lafayette	£29.70
Special Hobby	#48047	1/48	Avia B-33 Czechoslovakian built II-10 B	£30.80
Special Hobby	#48052	1/48	Supermarine Seafire Mk III	£20.50
Special Hobby	#48085	1/48	Blackburn Skua Mk II Silver Finish	£23.99
Special Hobby	#72043	1/72	P-51A F-6A Mustang	£12.30
Special Hobby	#RK001	1/48	Focke Wulf Fw 190A-6 Hajo Herrmann	£48.93
Sword	#48002S	1/48	Auster Mk.III	£16.50

Tamiya	#TA61104	1/48	Fw 190F-8/9 with bomb loading set	£26.41
Trumpeter	#01622	1/72	CH-47D Chinook	£15.65

Trumpeter	#02264	1/32	P-47D Thunderbolt	£69.98
Zvezda	#7224	1/72	Kamov Ka-52	£7.59
Zvezda	#7229	1/72	MiG-31	£10.77

'I've got Another Little List'

HOBBYBOSS

Before we get to the meat of the matter – which is another one of those enormous lists we like to throw out as often as possible, the Lynx series looks to be even bigger and better, with the addition of the HAS.2 and the Super Lynx to the mix.

The four Lynxes due are:

- 87237 Royal Navy Westland Lynx HAS.3
- 87239 German Navy (Bundesmarine) Westland Lynx Mk 88
- 87236 Royal Navy Lynx HAS.2
- 87238 Royal Navy Super Lynx

As for the rest, if all these kits come out in 2009 then once again Group Editor Neil Robinson will be obliged to devour his headgear (a rather fetching fedora) on our behalf, as if even half of it materialises we are going to be overwhelmed. Here's what the leaky list people have let out of the bag:

- 80338 F6F-3 Hellcat 1/48
- 80339 F6F-5 Hellcat 1/48
- 80341 F6F-5N Hellcat 1/48
- 80343 A-7B Corsair II 1/48
- 80346 TA-7C Corsair II 1/48
- 80348 F-111A 1/48
- 80353 Tornado IDS 1/48
- 80355 Tornado ADV 1/48
- 80356 F8F-1 Bearcat 1/48
- 80360 Hellcat Mk I FAA 1/48
- 80362 Yak-38 Forger 1/48
- 80364 F3H-2 Demon 1/48
- 80366 F-14A Tomcat 1/48
- 80372 Me 262A-1a/U4 1/48
- 80374 Me 262 V056 1/48
- 80276 F-14A Tomcat 1/48
- 80277 F-14B Tomcat 1/48
- 80278 F-14D Tomcat 1/48
- 80379 Me 262B-1a/U1 1/48
- 87231 SH-60B Sea Hawk 1/72
- 87232 SH-60F Sea Hawk 1/72
- 87234 HH-60H Sea Hawk 1/72
- 87277 Ka-29 Helix B 1/72
- 83201 Il-2 Shturmovik 1/32
- 83204 Il-2m3 Shturmovik 1/32

Pay particular attention to those two at the bottom. 1/32 Stormoviks! Whatever next... a Fairey Barracuda?

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HAWKER SEA FURY FB.II TM01631 £12.99

WELLINGTON MK X TM01628 £25.98

VICKERS WELLINGTON GR Mk IXV TM01633 £25.98

MIG-21MF FISHBED J TM02218 £52.98

CURTISS P-40B WARHAWK TM02228 £34.98

P-47D-30 THUNDERBOLT TM02264 £69.98

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RAF MUSTANG III (P-51B/C) TM02283 £56.98

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Yes We Can!

EDUARD

Eduard have taken a very positive stance with regards 2009, and seem determined not to allow world recession to stand in their way. Immediately in January, they will bring out a new Hellcat, the F6F-5. This will follow the previously released Hellcats, with the same style of detail and contents. There are the usual extras, including resin cast late style 'fat' wheels.

The first of the big guns will follow in February - the first member of the

1/32nd scale Bf 109E family, the Bf 109E-1, and Eduard will subsequently release all of the Es step by step – the E-1, 3, 4 and 7, including Trop versions. The 2009 release schedule slates the E-1 for February, the E-4 in May, and the E-3 in October.

The Bf 110G in 1/48 will be the

second key release of the year. The G represents the second generation of this famous heavy fighter, and Eduard's kit is designed to mirror fully the development of the real aircraft. There are three radar antenna options for the G-4, and both exhaust versions. The first kit, the Bf 110G-2, is expected in July, and the Bf 110G-4 in September.

So onto the Fw 190D in 1/48. This follows in similar fashion to the A series, however, with many, many changes and improvements. There won't be a complete engine in the Doras, but the other areas will be similarly detailed. The D-9 is due in November, and the D-11/13 will follow in early 2010.

But that is by no means all. Eduard also have the Albatros D.III OEFAG series 153/253 in their schedule, and this is a completely new tool.

Eduard will releases further new Weekend projects to provide a cheaper alternative to the luxury equipped Profipack and Limited Edition kits, with six new items due before July - the I-16 Type 24, Fokker Dr.I, Bf 110E, SPAD XIII, F6F-3 Hellcat and P-39Q Airacobra.

Spitfire Mk.Vc artwork

Turning to the Limited Edition line, the company will be re-issuing their own toolings as well as others in this series, starting in February with a short wing Spitfire Mk.Vc, which is the MPM kit. In March they will follow up with the Fokker D.VII (OAW) Sieben Schwaben, with the well known markings depicting

the seven dwarfs fighting a monster rabbit. The EE Lightning Mk.1A/Mk.2 will arrive in April, with Airfix plastic in the box, followed by their Spitfire Mk.22/24 once again in June, in this case with a complete resin engine.

Two interesting WWI releases this year will be the SPAD 13 in USAAC service and the Fokker Eindecker. Both kits will contain resin figures and other extras, and they are also working on a Fw 190A Night Fighter boxing with the Wilde Sau emblem included as a pin.

Finally comes the Tempest. This often requested kit will make a very limited edition reappearance in the third quarter of the year, by which time all the exciting 2010 plans will be up and coming, and so it goes on!

Good news from Eduard then, and good news for all of us.

SAMI

Letters Give Thanks

AZ

Goodness, they are still busy in the Czech Republic. AZ have still more new releases to announce, and the latest eye-opener is the trio of early Fw 190s. It's

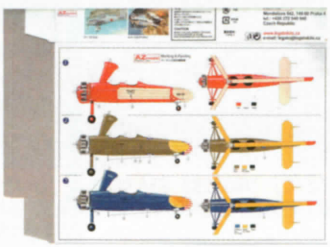
hard to keep abreast of what is actually released, what is coming, and what we have and haven't already covered in which category, there is so much of it, but just to recap, here is the latest list of new items received:

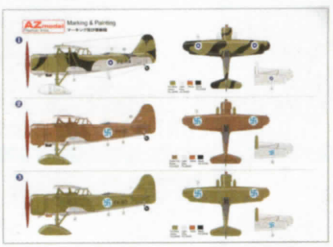
1/72

- #7263 Auster AOP Mk III
- #7264 Auster AOP Mk III/K-61
- #7265 Focke Wulf Fw 190A-0
- #7266 Focke Wulf Fw 190A-1/2 JABO
- #7267 Focke Wulf Fw 190A-1 'Aces'
- #CZ21 DFS Olympia
- #CZ22 Gö Minimoa
- #CZ23 DFS Olympia Special Marking

In the shops and available now are the Vultee Vanguards, the Fokker C.X and the 1/48 Autogyro.

SAMI





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SPITFIRE MK I PG8410 £6.99

JUNKERS D.I EARLY URO-433 £29.98

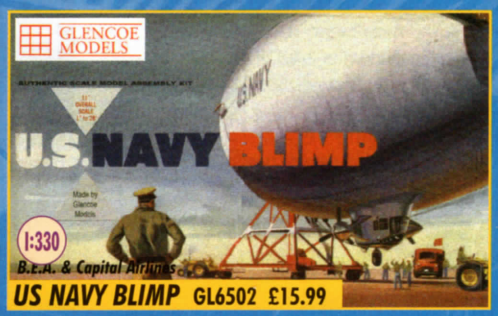
GLENCOE MODELS are from old tooling with less detail and more flash than modern kits. Often the only kit available if you wish to model some of these subjects.

B.E.A. & Capital Airlines

VICKERS VISCOUNT GL5501 £11.99

HURRICANE MK I PG8411 £6.99

SPAD VIIC.I URO-604 £59.98



B.E.A. & Capital Airlines

US NAVY BLIMP GL6502 £15.99

ME 109 G-6 PG8413 £6.99

GNOME MONOSOUPAPE 100 H.P. URO-621 £19.98

FOKKER D.XXI WWII DUTCH & FINNISH AF PM201 £3.68

ME 262 PG8415 £6.99

HISPANO SUIZA 8A 150 H.P. URO-622 £19.98

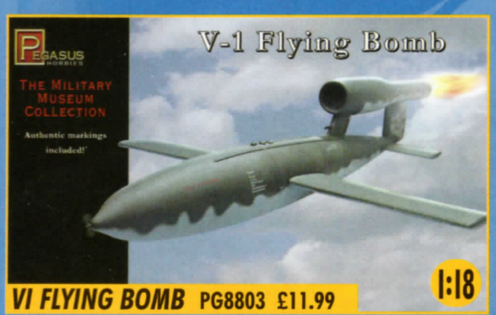
HORTEN HO-229 AI FLYING WING PM210 £3.68

SEA FURY FB.II PM211 £3.68

V2 PG8416 £6.99

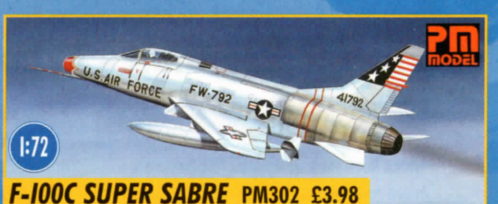
MERCEDES D.III 160 H.P. URO-623 £19.98

SPITFIRE FLOATPLANE PM216 £3.68



VI FLYING BOMB PG8803 £11.99

BRISTOL F2B URO-043 £9.98



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They Gave me a Seafire

MPM

The MPM/Special Hobby output continues. Their next three arrivals include a very welcome update to the Spitfire kit in 1/48. New to stock now are:

Special Hobby

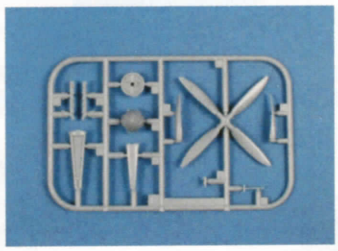
- #48052 1/48 Supermarine Seafire Mk III 'Last Fights Over Pacific'
- #72043 1/72 P-51AF-6A Mustang

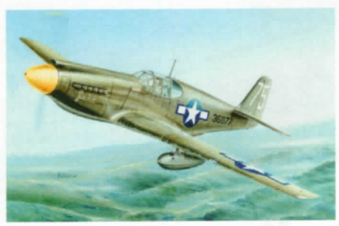
MPM

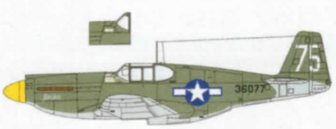
- #72553 1/72 DB-8 Bombers over South America

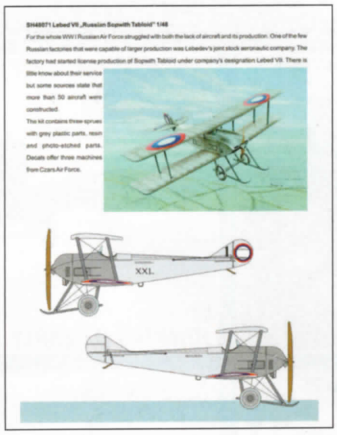
Three further releases have been announced in 1/48, these being a Russian Sopwith Tabloid (#48071/£TBC), a nice-looking Luftwaffe H-21 (#48088/£TBC) and a Fokker D.II (#48038/£TBC)

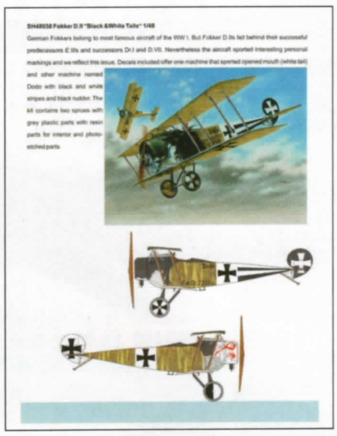
SAMI

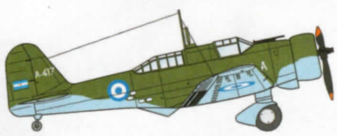












Where Art Thou

ART MODELS

Amazing the things that pop up unexpectedly. Who, what, and where Art models have come from we are not quite sure, but they have a Grumman F8F-2 Bearcat (#7201/$18.95) in 1/72, which is an injected kit and looks pretty good. They also have a Bv 155 (#7202/$18.95) in the same scale. This was a German high-altitude interceptor aircraft intended to be used by the Luftwaffe against raids by USAAF B-29s. Work started on the design in 1942, and it was still under construction when World War II ended.

No UK importer seems to carry these kits, but no doubt this will be rectified in due course. Trying to track them down Online has proved elusive, and news researchers were obliged several times to explain to an unamused Editor the logical result of putting 'Art Models' into a search engine.

SAMI

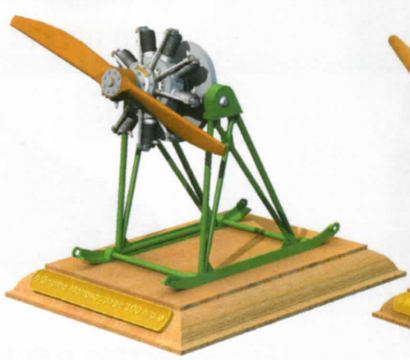
Large Scale Gnome

RODEN

Next out from Roden is the Junkers D.I (early) in 1/48 (#433/£TBC), while a trio of nicely tooled 1/32 engines have also been released:

- 621 – Gnome Monosoupape 100hp
- 622 – Hispano Suiza 8A 150hp
- 623 – Mercedes D.III 160hp

SAMI



Further Adventures in the Lists

HOBBYCRAFT

More lists for the listless. Hobbycraft have released a number of B-36 variants – wonder if anyone has built them all – that we'd like to see. Kits listed for 2009 are:

- Hawk 75 1/48 #1415
- Axis Hawk 1/48 #1416
- B-36B Peacemaker 1/144 #1271
- B-36D Peacemaker 1/144 #1272
- GRB-36 FICON 1/144 #1273
- RB-36E Peacemaker 1/144 #1274

The following have no catalogue numbers as yet, but are still announced as 2009 releases:

- Bf 109B/C/D 1/32
- SNJ Harvard 1/32
- Spitfire Mk IX 1/ 32
- Spitfire Mk VII 1/32
- Spitfire Mk VIII 1/32
- T-6 Texan 1/32
- Wirraway Ltd Edition 1/32

SAMI

Provosts Marshalled

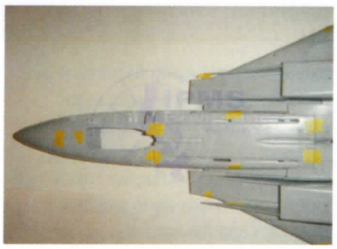
CMR

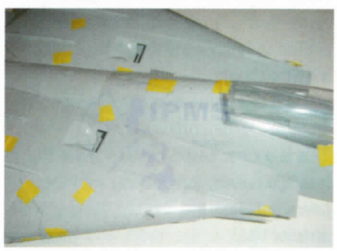
We have been haunting the CMR website in recent weeks waiting for a glimpse of the Jet Provost, and at last it seems the moment is surely nigh, as box art is now up and seems to be showing a demure Red Pelican. The kit to watch for is CMR-192, Hunting Percival Jet Provost T.3/T.4. The kit includes photo-etch parts and masks, and on recent CMR showing, probably a kitchen sink as well. Long overdue attention in this scale!

SAMI

New Cat in Town – Trumpeter's F-14A Tomcat in 1/32

by Allan C Agati





This kit is moulded in the usual gray plastic with recessed panel lines and rivets, well made with a little bit of flash and ejector pin marks. The kit also comes with PVC tires and cast metal inserts for the landing gear struts. An examination of the parts shows this is an F-14A kit. There are no parts to convert it to a B or a D, but the parts breakdown indicates that these versions may follow.

The test shot reviewed included a pair of the familiar 267 gallon external tanks, pallets for the AIM-54 Phoenix missiles, and underwing pylons. No ordnance was provided, however.

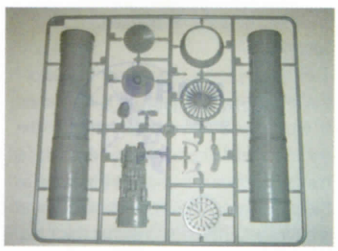
Fuselage

The front fuselage is broken down into the typical left and right halves and nose affair. The left half has open access panels on the gun- and LOX-bays. The crew boarding steps may be posed in the open position, and there is a curious looking raised panel surrounding the RIO's boarding step, but an examination of pictures of actual F-14s do not show this panel.

The nose has parts for the AWG-9 radar assembly as well as a bulkhead for the nose, so the modeller can choose to pose the nose cone in the open position. The open access panels mentioned above have been given attention as well; there are parts for the M61 Vulcan cannon, broken down into individual barrels and rings which opens up super-detailing opportunities.

The cockpit tub and instrument panels have raised details that ought to make this area of the plane busy. A comparison with actual photos of the F-14A cockpit shows that the details look right where they should be. The canopy is provided with plastic parts representing the locking devices and canopy ventilation couplings, normally represented in smaller scales by photo-etched parts.

The example given provides for



Martin Baker GRU-7A ejection seats, with each seat broken down into nine parts, consisting of the seat frame, cushion, ejection handles and related parts.

The fuselage, as moulded, appears to represent a D version, which did away with the glove vanes. F-14As still had the vanes. A close scrutiny of the insides show an area of thinner plastic on the upper wing glove half which can be shaved off to provide a slot for the glove vanes.

The kit provides intake ducting for the engine, however, the modeller needs to fill up the ejector pin marks found on the inside walls. Not a difficult thing to do considering the size of the kit.

The wing gloves are moulded separately from the main fuselage, and there are details that show beneath the gloves once they are removed. Parts 39 and 40 appear to be bulkheads for the wing glove which would allow the modeller to open up the area for details.

Landing Gear

Two sets of landing gear doors are provided, one for the in-flight position and one for the gear down position, which have actuators. Trumpeter provide cast metal landing gear struts which are actually inserts to two-part plastic landing gears. The idea is to glue the metal struts into grooves in the centre of the plastic gears to reinforce them.

The landing gear wells themselves are interesting, and a comparison with pictures shows that the plumbing in the kit well appears to resemble closely those of the real thing. The main landing gear wells are likewise superbly detailed.

Wings

The wings are moulded in upper and lower halves, with separate leading edge slats, trailing edges and actuators, and separate, individual spoilers. The spoilers, unfortunately, look too thick even for the size of the kit. A plus is the fact that the trailing edges are moulded into sections, and the bulkhead and actuators (which, even at this scale, appear too fragile and easy to break) ensure that there is sufficient detail even with flaps down and spoilers up.

There are no parts to make the wings swing, which means the modeller will have to choose whether to pose the plane with wings extended or swept. There are two sets of inflatable bags appropriate for either choice.

The test shot given provided only Pratt & Whitney TF30 engines, with both open and closed nozzles. And two complete TF30 engines are included in the kit for those who want to build a diorama or who want to add even more detail to the kit.

Conclusion

While many may have hoped for options for a B or D model Cat, this new Trumpeter kit is certainly a much improved rendition over previous offerings of the F-14 in this scale, and is therefore very much welcome. With the reinforcing metal inserts on the landing gears and the added details, Trumpeter have engineered this new F-14 with the modeller very much in mind.

Thanks to Allan, and to IPMS Bert Anido for sharing this information – Editor.

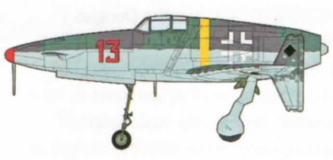
SAMI

Operation Vengeance

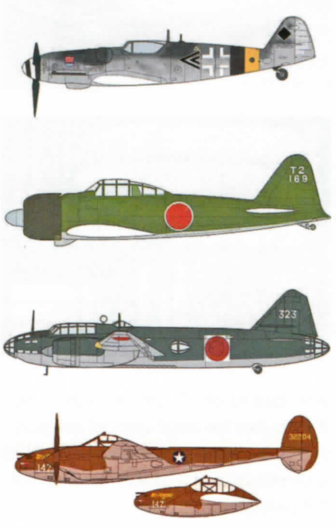
HASEGAWA

This month's line-up from Hasegawa includes a nice boxed set of three aircraft depicting the incident in which Admiral Yamamoto was killed in April 1943.

- 00942 1/72 F-4B/N Phantom II CVW-19 Combo (Two kits in box)
- 00943 1/72 Beaufighter Mk 21 Green Ghost Pt. 2



- 00944 1/72 Su-27 Flanker 4th CTC Aerobatic Team
- 00945 1/72 Lancaster ASR Mk III w/Lifeboat
- 00946 1/72 Type 1 Attack Bomber Model 11, Zero Type 22 and P-38G Bougainville Combo
- 01560 1/72 E-2C Hawkeye JASDF
- 08191 1/32 Bf 109G-14 JG5
- 09844 1/48 Nakajima B5N1/2 Type



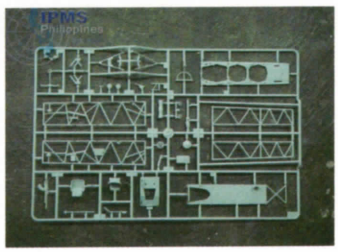
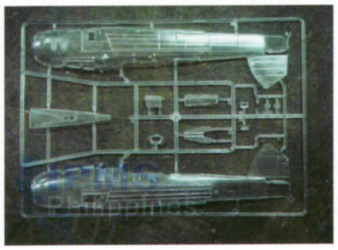
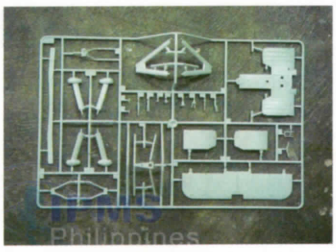
97 (Kate) Model 1/3 Ryujo Attacker

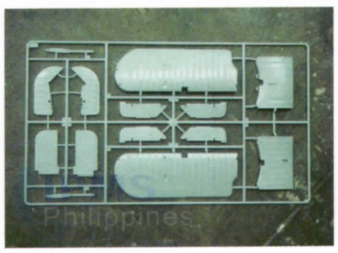
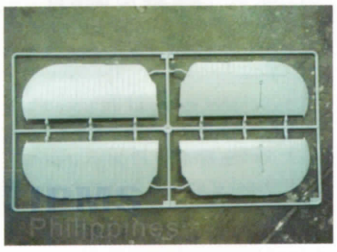
- 09846 1/48 Kyushu J7W2 Shindenkai Jet Version
- 09847 1/48 Mitsubishi A6M5b Zero Type 52 221st Flying Group
- 09849 1/48 F/A-18C Hornet VFA-94 Mighty Shrikes

SAMI

Taranto Tin-Opener – Trumpeter's 1/32 Swordfish

by Mel Silvestre

Among the great many surprises at the IPMS Philippines-Bert Anido 40th Anniversary National Competition was a Test Shot of Trumpeter's 1/32 Fairey Swordfish! I was holding my breath for a Devastator or Helldiver to join their Dauntless and Avenger but I guess the British large-scale modellers need their own share as well, and what better aircraft to honour the Royal Navy than the Stringbag!

Here is a sprue-to-sprue description.

Sprue A:

This is a clear casting and includes the fuselage halves, top decking with the Lewis gun stowage, bottom decking with arrestor hook recess, radio, and what are probably spare Lewis gun drum magazines. Grommets and cowling fasteners are very finely moulded and catenaries line up perfectly with the stringers inside the fuselage.

Sprue B:

This contains the interplane struts and it is obvious that every effort has been made to simplify the modeller's alignment chores. The inner wing struts for example, are moulded joined by the wing root ribs. The outer struts are connected to each other via a wing rib and though sanding between the struts and the adjacent surface detail might be hard, the advantages provided by the positive alignment will prove helpful later during assembly and rigging. Other parts on the sprue include the stub wing braces with nicely moulded fairings, the brackets for bracing the stowed wing against the tail, tailhook and the torpedo sight bars.

Sprue C:

This provides more struts, this time for the landing gear, tailplane and cabane structure. To strengthen and align the wing to centre-section joints, a wing spar is provided. Other parts make up the wing details like the radio mast, pitot heads and the flap control handwheel which the pilot can reach above his windshield.

Sprue D:

This contains a beautifully moulded Pegasus engine replica, its accessories and all intake manifolds. Brackets that hold the cowling to the engine are here in plastic rather than photo-etched metal and that should ease assembly besides looking better in this big scale. The propeller blades' outline might be questionable.

Sprue E:

What a great cockpit this is going to be! Because of the clear fuselage (I guess), Trumpeter has provided a lot more of the Warren Truss fuselage structure than is visible through the cockpit openings, which opens up the possibilities of fully-rigged controls and open fuselage covering for those so inclined! On the downside, the Vickers gun is a poor representation though the Lewis is ok.

Sprue F:

This provides the massive upper wing halves. The catenaries are nicely contoured and rib tapes are simulated on each rib and false rib position.

Sprue G:

This sprue provides the upper halves of the lower wings, upper and lower halves of the centre section, lower halves of the horizontal stabilizers, elevator and rudder halves. Surface treatment is the same as the upper wing and all the control horns are present. They're somewhat thick but filing them down won't be a problem (besides, had Trumpeter moulded them any thinner, they might not survive in the box).

Sprue H:

This one gives us the bottom surfaces of the lower wings with cutouts for the landing lights.

Sprue P:

Present here are parts for 1 torpedo and its mounting crutches. Though weapon of choice for the Swordfish, I hope aftermarket manufacturers will provide replicas of 250 lb bombs, depth charges and 60 lb anti-shipping rocket projectiles, launch rails and mounting plates.

Sprue K:

This is another clear moulding that provides various windows, lights, the instrument panel and a very thoughtfully designed windshield which includes a section of the top decking to avoid any glue smears marring the very clearly moulded front panel.

Rubber tires are provided for main and tailwheel assemblies while a photo-etched fret provides flying and landing wires, mounting holes for which are moulded as very fine slots in the wings leading to negative trapezoidal spaces which will hold the bent ends of the rigging securely.

Oh, by the way, there was another 1/32 aircraft in that test-shot box and I'll give you a hint as to its identity: it has the same wing-fold geometry as the Swordfish.

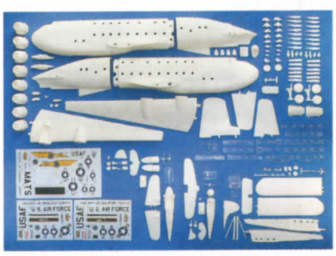
IPMS Philippines Bert Anido would like to thank Trumpeter representatives Yue Gao and Jackson Xiao for hand-carrying the test-shots and gracing our event.

Thanks to Mel, and to IPMS Bert Anido for sharing this information – Editor.

SAMI

V Three

ANIGRAND



Clearly we need to be dusting off our workbenches in anticipation of this lot. Anigrand have announced three resin 1/144 kits depicting the RAF's V-bomber force, and we want to have them all. Kits are:

- Vickers Valiant B.1. 88 resin parts, clear cast canopies, and decals
- Avro Vulcan B.2. 92 resin parts, clear cast canopies, and decals
- Handley-Page Victor B.2, 118 resin parts clear cast canopies, and decals

Someone tell Model Alliance quick, and make sure they get *Lusty Lindy* on that 1/144 Gulf War decal sheet! Of note is that each kit is accompanied, as usual, by three freebies, and we would have liked to have seen the Beagle Bassett among their number – the type was used to ferry V-bomber crews – but it looks like the usual unusual suspects will be included – although one might be a Belvedere, and if so let's hope it's not the prototype.

Elsewhere, also in 1/144, the Consolidated PB2Y-5/R Coronado (#4025/$78.00), and the Douglas C-124A/C Globemaster II (#4024/$TBC) are released, also with three extra kits each, at least one of which looks to be a Skyrocket. We heartily wish Anigrand would consider some selective individual releases of these small fry – presumably it is both labour intensive and not cost effective.

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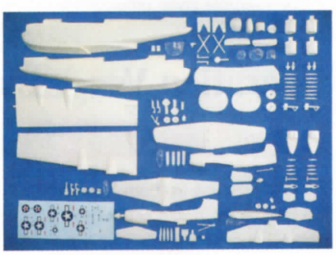


Latest List

REVELL

This is the big one! There are lists, and there are lists, but this is the list that you know is going to arrive in the shop down the road at a price you can afford. Now, every night the Editor, apparently, spends an hour kneeling on dried peas in an act of contrition that he fondly imagines will somehow bring about a new-tool F-4 Phantom in a Revell box. This, we are sorry to report, has not been the case this year, but there are a number of very interesting items leaked out from Schloss Revell in time for the Toyfair.

Here, if you like lists, is a big one:

- #00018 1/32 Hurricane Mk I
- #04092 1/144 E-2C Hawkeye Anniversary
- #04179 1/72 Messerschmitt Me 262B-1/U1 Nachtjager
- #04190 1/72 Sopwith F1Camel
- #04192 1/72 Spad XIII C-1
- #04194 1/72 Fokker D.VII
- #04261 1/144 Boeing 787 Dreamliner
- #04286 1/72 F9F-5 Panther Blue Angels (ex-Matchbox)
- #04287 1/72 Do 228 Maritime Patrol
- #04288 1/72 Tornado IDS Boelcke 50th Anniversary
- #04289 1/72 T-2C/E Buckeye (ex-Matchbox)
- #04290 1/72 Beaufighter Mk X (ex-Matchbox)
- #04291 1/72 UC-64A Norseman (ex-Matchbox)
- #04292 1/72 PB4Y-2 Privateer (ex-Matchbox)
- #04293 1/72 P-38J/M Lightning
- #04294 1/72 Focke Wulf Fw 189A-1 (MPM tooling)
- #04295 1/72 Lancaster
- #04298 1/72 F/A-18E Super Hornet
- #04558 1/48 Junkers Ju 52/3m Lufthansa

- #04598 1/32 PA-18 Floatplane
- #04643 1/72 EC 145 New Livery
- #04644 1/32 EC 135 T2i Luftrettung
- #04645 1/72 Mil Mi-26 Heavy Helicopter (Zvezda tooling)
- #04697 1/48 C-47 Berlin Airlift
- #04745 1/32 Do 27
- #04783 1/32 EF-2000 Typhoon
- #05253 1/48 Bf 109G

- #05480 1/72 EF-111A Raven
- #05483 1/32 PA-18 Super Cub
- #05524 1/48 A-26B Invader
- #05526 1/48 Do 217E-4
- #05527 1/48 F-14D Tomcat
- #05624 1/48 Ju 52/3m

All are listed as 2009 releases, but the biggest surprise is, of course, the new-tool 1/32 Eurofighter. The Hurricane is the old tool under the 'Classics' heading, and of the ex-Matchbox kits, the most welcome back will no doubt be the Buckeye. Some nice reissues include the MPM Fw 189 and the Zvezda Mi-26.

Of course Revell may have something still up their sleeve for the Toyfair. Let's wait and see.

SAMI

580 MODELLERS

Total setting: This 72nd scale Sikorsky H-34G with period cars and some NATO figures at the Washington show got the highest photo count during the season

Preparations for the 2009 Season: Musings and Ponderings

by Geoff Cooper-Smith

2008 was our first full season on the circuit and although we feel we got a lot of things right, there is always room for improvement, as a study of the displays at Scale Modelworld clearly demonstrated. Firstly, there is a need for more variety, and that does not mean fighting machines in different scales, but some airliners and sci-fi, with other genres including figures, railways and cars also under consideration; it is already very evident that new modelling skills will be acquired as a result of this broadening of interest! Secondly, during our periods of experimentation and observation at shows over the 2008 season it became extremely evident that presentation of the models themselves is very important. Carefully spaced and well presented models tended to increase the amount of time visitors spent at the table and the number of photographs taken. The 'setting' of a model itself also played an important part in what got attention and the frequency of photography; a model on a relatively large base with some paraphernalia such as period cars, got the most attention as it facilitated a 'complete' photograph. In this way it was found that models that would otherwise have tended to be ignored would be extensively studied and photographed. As a consequence of these findings it is intended to acquire more paraphernalia and figures to complement the model when placed on a base. It is also intended to increase the variety of bases, particularly for the providers of armoured vehicles, otherwise known to our readers as 'targets.'

Our first show of 2009, courtesy of IPMS Wakefield, will be Huddersfield on the 15th February. 580 modellers star exhibit will undoubtedly be the 28" long 1/48 Vulcan of Dave Eccles, replete with its laser-etched bomb bay and posed on a mirrored base so that all may gaze upon its splendour! A week after this we attend South Cheshire Militaire in the railway town of Crewe, courtesy of the South Cheshire Military Model Club. Look forward to seeing you there.

You can contact 580 Modellers on 07825 704996 or email 580Modellers@googlemail.com

The collection of two or three related models on a single base or even in groups on the table is also to be developed further for the 2009 season

Spotlight

Getting Down to the Wood

First Build – Test shot of Revell's brand new Mosquito built and appraised

REVELL **1/48**

BY **TED TAYLOR**

The instruction sheets for this unexpected release follow the usual Revell pattern with pictures of the sprue frames included and paint colour references in the standard mix of Revell Paints, with no hint of the actual colour names which are Dark Green, Ocean Grey and Medium Sea Grey for the undersides on the 105 Squadron machine or Black on the two remaining options. Quite a number of parts supplied are not for use on this model so I guess they are meant for further releases in the fullness of time.

The decal sheet covers full markings for three squadrons and is nicely printed, with separate red dots for the roundels, and even has markings for the bombs, a nice touch.

A lot of painting can be done before assembly starts. All the interior surfaces are cockpit green, and careful detail painting of the parts in the front office and the bomb bay will pay dividends.

TECHNICAL DATA

Mosquito B Mk IV

Scale: 1/48	Price: 04555
Kit No: £16.63	Status: New Tooling
Type: Injection Moulded Plastic	
Manufacturer: Revell AG	
UK Importer: Revell UK	
US Importer: Revell-Monogram	

Some Construction Notes

The following notes were made during the build and may be of use to readers making the kit from the box. Bear in mind this build was made from various sprues taken from two test shots, and while they will more or less reflect the production kit, some minor differences in fit cannot be ruled out.

Step 3:

I found some of the locating pins did not match up with parts 6 and 7 so be aware.

Step 4:

Part 8 needs the gap that fits over part 7 widening slightly; a few strokes with a sanding board is all that is needed.

Step 8:

There are straps moulded on the two seats but these are unconvincing so I would remove them before assembly and use the decal straps provided after painting.

Step 13:

I departed from the instructions here and joined the two parts of each fuselage half together, leaving them to harden before inserting the cockpit and tailwheel structure. I had a dry run first and found it a tight fit around the cockpit so a little sanding around the formers etc. was required to get a snug fit.

Step 16:

Do make sure you fit the tailwheel in the desired position before you close the fuselage around it as it will not go in later.

Step 20/25:

Remember that the tailplanes on the Mosquito are not built handed, just one type, which means that the actuator for the trim tab will be above on one side and below on the other, so don't think you have made a mistake.

Step 26:

I found the spars for the tailplanes were a little tight and the planes would not seat properly, so I trimmed the edges slightly and sanded the surfaces to make them a little thinner.

Step 30:

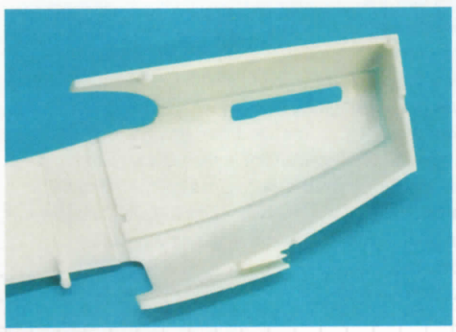
I would suggest that you do not fit the wings to the fuselage here, wait until the engine nacelles are fitted as this will make it easier to clean up any joins.

Step 32/34:

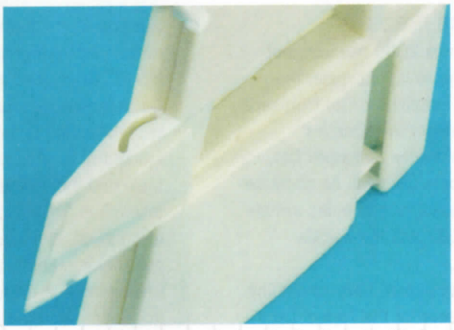
I again strayed from the instruction sheets here and assembled the engines and mounted them on the firewalls (parts 78) between the bearers (parts 79/80).

Step 36:

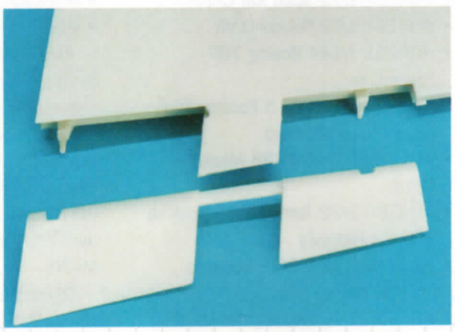
I found it better to mount the engines then add the rear bulkheads (Parts 82) to the nacelle halves before closing up and adding the completed nacelle to the wings. The exhausts can be slipped in from the outside later. I did cut one of



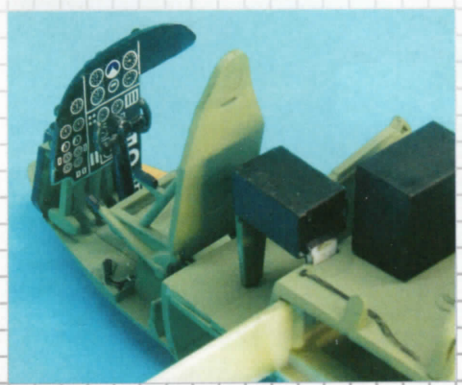
Inside of nacelle showing the thin cut-line for the panel



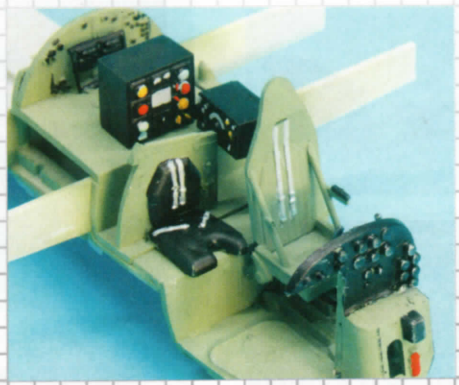
The wing parts feature curved slots for the flaps to slide in



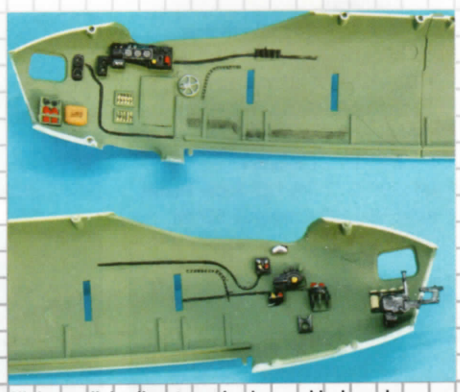
The movable flaps are a nice touch and fit realistically



The assembled cockpit with decal used for the instrument panel

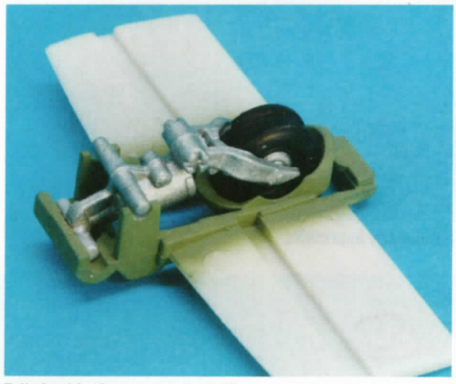


Cockpit assembly with spars in place. Note moulded seatbelts

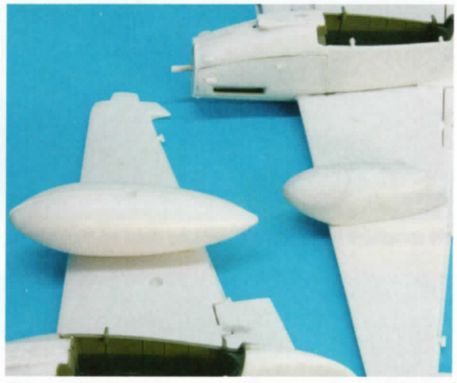


All the small detail parts are in place and look good once painted

The tailwheel can be made to operate – seen here in the extended position



Tailwheel in the retracted position



100 and 40 gallon tanks are provided but only the 40gl are used on this model

the side panels out to expose one engine using the thin cut-lines on the inside.

Step 40/45:

The undercarriage legs are very delicate and the cross braces will need careful removal from the sprues. If all the parts are assembled as a separate unit the whole structure can be wiggled into the nacelle and cemented in position ignoring the Revell construction sequence. There are two types of wheel centres but no indication as to which version each goes on or which way round they go. One other point - the front edges of the struts normally carry the curved wheelguard frameworks, a very prominent feature on a Mosquito but they are totally missing on these legs. There is a problem with the undercarriage legs and wheels, as the compression parts of the legs are much shorter than those in the Tamiya kit, in itself not a problem, but also the wheels are a bit larger than Tamiya's offering and the result is that the wheels, when fitted, rub on the cross braces and in the final model the nose is much too low for the crew entry ladder to hang down properly. The angle that the fuselage sits at will not line up with any drawings I have.

Step 48/49:

One thing I do like are the one-piece undercarriage and bomb bay doors, which are very welcome for those who like their models all closed up, and are easy to separate for those who don't.

Step 50:

The exhaust shrouds are supposed to be fitted here but another problem arises. There is a tiny intake at the front of the nacelle and it should be inside the shroud when fitted, but is too low on the cowling so the shroud will not seat properly unless it is modified or the intake cut off and moved upwards.

Step 54:

It is advisable to load the bombs here as they can be awkward to load when the doors are in place. Remember also that if you have chosen the wing-mounted bomb racks you will need two of the four for them.

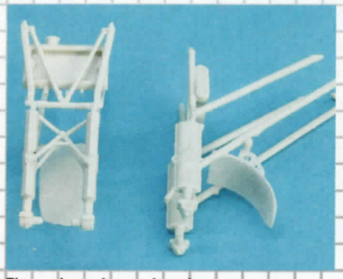
Step 58/59:

The main canopy does not depict the complete framework towards the rear end but this can be replaced with thin strips of painted decal if you so wish. There are three types of side window provided for the pilot but two of them are not used on this model, yet step 59 shows a flat window being used.

Step 64:

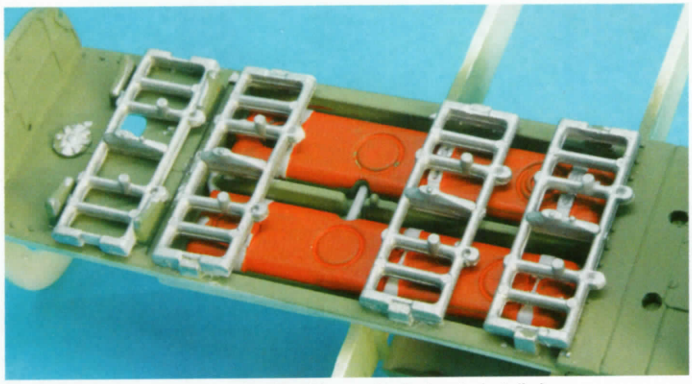
This step shows dipole aerials (parts 148) being fitted to the wingtips but these should not be used on this kit at all.

With all the construction done the painting was next on the list. I have

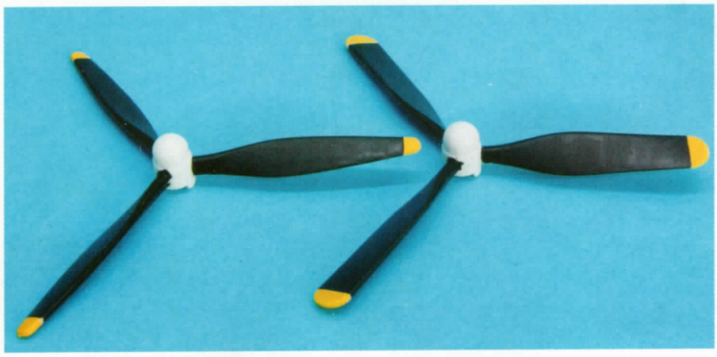


The main undercarriage legs are very delicate and tricky to assemble

Once painted the wheel can be squeezed into position



The bomb bay with fuel tanks painted and frames for the bombs installed



Two types of props are provided

The completed bomb bay, with full load decalled and painted, is particularly impressive

Decals for the bombs are a nice touch, and one that it would be nice to see more often

Undercarriage and bomb bay doors are moulded as single pieces, a helpful touch for modellers wishing to pose them closed

The first camouflage colour is sprayed on freehand and then the outlines for the second colour are pencilled in

One side panel has been removed from the starboard nacelle to show one of the engines

sprayed my colours on but as the edges should be sharp there is no reason why you can't use a good quality flat brush, with slightly thinned paint, to make an excellent job, but you really must mask off the top surfaces to get that sharp line for the underside colour.

When my paint had hardened overnight I sprayed a couple of coats of Johnsons Klear before placing the decals, to prevent any silvering wherever there was any decal film that showed such as the red 'No Walk' area over the radiators. After dabbing away the water from the decal, using a small brush I put a tiny amount of Klear under the film and levelled it out with a dry finger, which tends to get rid of any air beneath and eliminates silvering. A couple of thin coats of Klear were followed by a light dusting with a mix of Klear and Tamiya flat base X21 in four-to-one proportions, which just takes the shine off the Klear to give a nice sheen and looks most realistic, I think.

Summary

Having seen and built some of Revell's latest kits such as the Lancaster, with some nice detail and excellent fit, I am a little disappointed with some aspects of the Mosquito, notably the undercarriage, although there are some very nice touches here like movable flaps that work quite realistically. The cockpit details are nice but as with so many injected kits, the instrument panel and seatbelts will require either some work or replacement.

● SAMI

Previews

TECHNICAL DATA

MiG-21MF

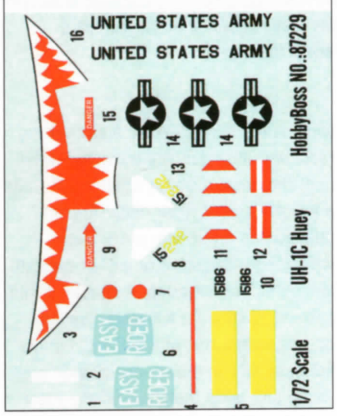
Scale: 1/144	Kit No: 14417
Price: £6.84	Decal Options: 6
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 37, Clear 1, Resin 1	
Manufacturer: Attack	UK Importer: Hannants
US Importer: Squadron	

Attack is back! Two further issues of the MiG-21, including the nice one-piece resin cockpit tub, which saves so much time, and the multiple options on the decal sheet – including with this particular kit a set of markings for a Luftwaffe aircraft post re-unification. O great days!

TECHNICAL DATA

UH-1C Huey

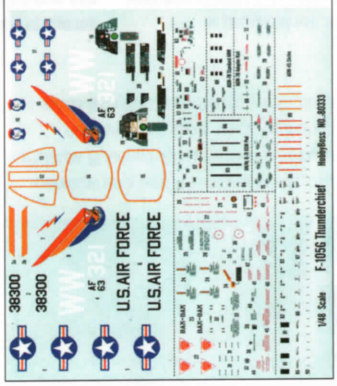
Scale: 1/72	Kit No: 87229
Price: £9.30	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 98, Clear 5	Manufacturer: HobbyBoss
UK Importer: Creative Models	
US Importer: Squadron	



TECHNICAL DATA

F-105G Thunderchief

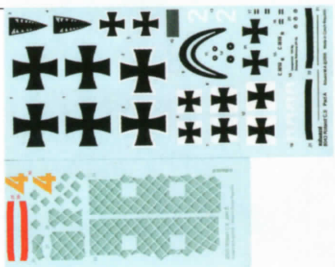
Scale: 1/48	Kit No: 80333
Price: £25.43	Decal Options: 2
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic247, Clear 17	
Manufacturer: HobbyBoss	
UK Importer: Creative Models	
US Importer: Squadron	



TECHNICAL DATA

Roland C.II

Scale: 1/48	Kit No: 8043
Price: £18.50	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	

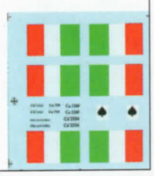


Parts: Plastic 69, Clear 6, Etched 85	
Manufacturer: Eduard	
UK Importer: Hannants/LSA	
US Importer: Squadron	

TECHNICAL DATA

Caproni Ca.3

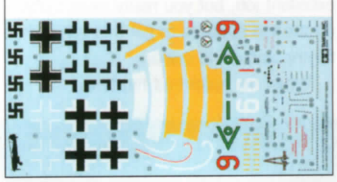
Scale: 1/72	Kit No: C17
Price: £35.50	Decal Options: 1
Panel Lines: Recessed	
Status: Revised Tooling	
Type: Resin	
Parts: Resin 137	
Manufacturer: Choroszy	
UK Importer: Aeroclub	



TECHNICAL DATA

Focke Wulf Fw 190F-8/9

Scale: 1/48	Kit No: 61104
Price: £26.50	Decal Options: 3
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 117, Clear 4	Manufacturer: Tamiya
UK Importer: The Hobby Company	
US Importer: Tamiya USA	

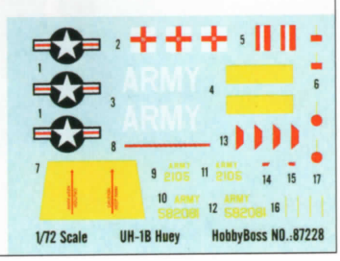


TECHNICAL DATA

UH-1B Huey

Scale: 1/72	Kit No: 87228
Price: £9.30	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 98, Clear 5	
Manufacturer: HobbyBoss	
UK Importer: Creative Models	
US Importer: Squadron	

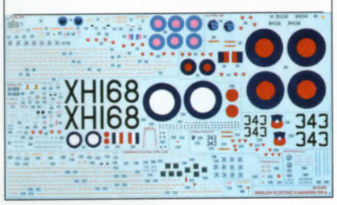
Of all the superb releases from HobbyBoss that have crossed our path this month, the most impressive is the pair of Hueys, which feature a mass of detail and some very nicely engineered parts. Well worth the price, these certainly set a standard for 1/72 helicopters, and the Lynxes are looking even more delightful in consequence. Bring them on... oh, and scale them up to 1/48 as well!



TECHNICAL DATA

English Electric Canberra PR.9

Scale: 1/48	Kit No: 10103
Price: £27.39	Decal Options: 4
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded plastic	
Parts: Plastic 114, Clear 8	Manufacturer: Airfix



TECHNICAL DATA

Spad VII C.1

Scale: 1/32	Kit No: 604
Price: £TBC	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 104, Clear 2	
Manufacturer: Pocketbond	
UK Importer: Hannants	US Importer: Squadron

TECHNICAL DATA

MiG-21R

Scale: 1/144	Kit No: 14418
Price: £6.84	Decal Options: 5
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 37, Clear 1, Resin 1	
Manufacturer: Attack	
UK Importer: Hannants	
US Importer: Squadron	

TECHNICAL DATA

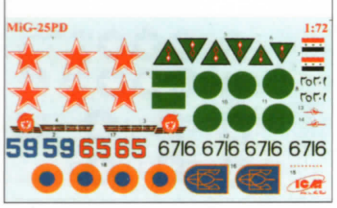
Fokker E.II/E.III

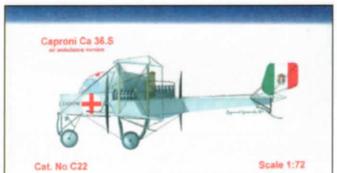
Scale: 1/48	Kit No: 8156
Price: £18.50	Decal Options: 4
Panel Lines: Recessed	
Status: New Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 92, Clear 1, Etched 85	
Manufacturer: Eduard	
UK Importer: Hannants/LSA	
US Importer: Squadron	

TECHNICAL DATA

MiG-25PD

Scale: 1/72	Kit No: 72171
Price: £14.65	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 95, Clear 3	
Manufacturer: ICM	
UK Importer: Creative Models	
US Importer: Dragon USA	

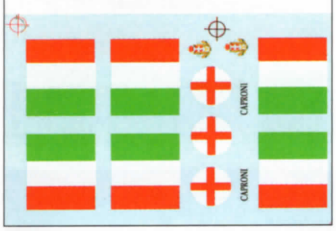




TECHNICAL DATA

Caproni Ca.36.S

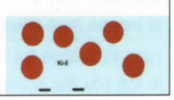
Scale: 1/72	Kit No: C22
Price: £33.50	Decal Options: 1
Panel Lines: Recessed	Status: Revised Tooling
Type: Resin	
Parts: Resin 156, Vacform Clear 2	
Manufacturer: Choroszy	
UK Importer: Aeroclub	



TECHNICAL DATA

Experimental Ki-5 Fighter

Scale: 1/72	Kit No: A184
Price: £21.50	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Resin	Parts: Resin 29
Manufacturer: Choroszy	
UK Importer: Aeroclub	



TECHNICAL DATA

AH-1S Cobra Attack Helicopter

Scale: 1/72	Kit No: 87225
Price: £9.30	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 69, Clear 1	
Manufacturer: HobbyBoss	
UK Importer: Creative Models	
US Importer: Squadron	

TECHNICAL DATA

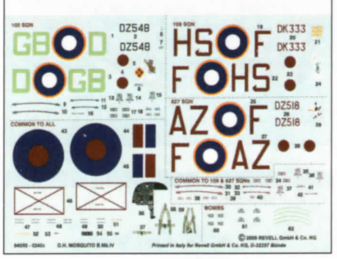
AH-1F Cobra Attack Helicopter

Scale: 1/72	Kit No: 87224
Price: £9.30	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 69, Clear 1	
Manufacturer: HobbyBoss	
UK Importer: Creative Models	
US Importer: Squadron	

TECHNICAL DATA

Mosquito B Mk iV

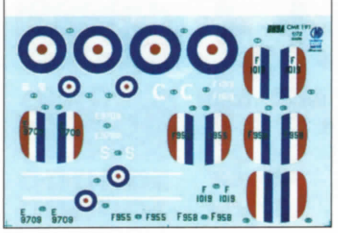
Scale: 1/48	Kit No: 04555
Price: £16.99	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 205, Clear 17	
Manufacturer: Revell AG	UK Importer: Revell UK
US Importer: Revell-Monogram	



TECHNICAL DATA

De Havilland D.H.9A

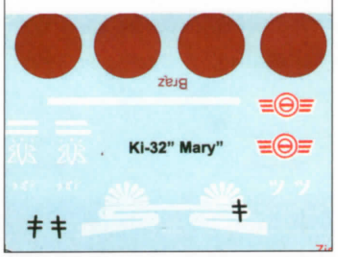
Scale: 1/72	Kit No: 191
Price: £TBC	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Parts: Resin 109, Etched 41	
Type: Resin	Manufacturer: CMR
UK Importer: Hannants	US Importer:Squadron



TECHNICAL DATA

Kawasaki Ki-32 Mary

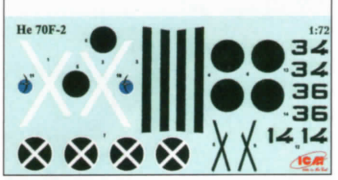
Scale: 1/72	Kit No: B92
Price: £21.50	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 33, Vacform Clear 2	
Manufacturer: Choroszy	
UK Importer: Aeroclub	



TECHNICAL DATA

Heinkel He 70F-2

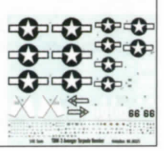
Scale: 1/72	Kit No: 72231
Price: £14.65	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 68, Clear 11	
Manufacturer: ICM	
UK Importer: Creative Models	
US Importer: Dragon USA	



TECHNICAL DATA

Grumman TBF-1C Avenger

Scale: 1/48	Kit No: 80314
Price: £29.35	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic154, Clear 24	
Manufacturer: HobbyBoss	
UK Importer: Creative Models	
US Importer: Squadron	

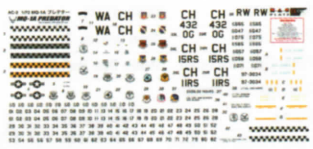


TECHNICAL DATA

MQ-1a

Scale: 1/72	Kit No: AC-2
Price: €14.16	Decal Options: 8
Panel Lines: Recessed	
Status: New Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 26	
Manufacturer: Platz	
US Importer: Dragon USA	

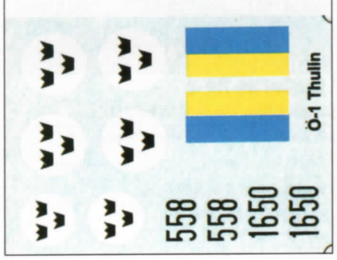
This armed and dangerous version of the infamous UAV includes a superb decal sheet covering various US users, and is a very nice take on the tooling also boxed by Italeri (see elsewhere this issue) and Accurate Miniatures. If you want it in the UK, then HobbyLink Japan – from whom we obtained this sample - can do the honours.



TECHNICAL DATA

Tummelisa 01

Scale: 1/72	Kit No: A182
Price: £21.50	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Resin	Parts: Resin 46
Manufacturer: Choroszy	
UK Importer: Aeroclub	



TECHNICAL DATA

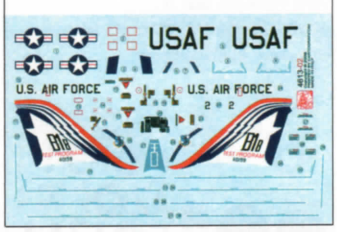
F-16C Fighting Falcon

Scale: 1/72	Kit No: 80274
Price: £9.77	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 47, Clear 2	
Manufacturer: HobbyBoss	
UK Importer: Creative Models	
US Importer: Squadron	

TECHNICAL DATA

B-1B Lancer 'Test Programme'

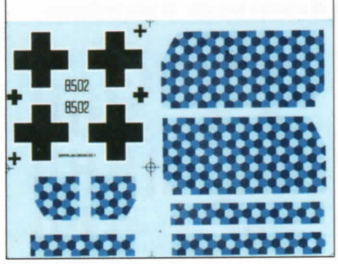
Scale: 1/144	Kit No: 4613
Price: £19.56	Decal Options: 1
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 76, Clear 1	
Manufacturer: Dragon	
UK Importer: The Hobby Company	
US Importer: Dragon USA	



TECHNICAL DATA

Zeppelin Lindau CS.1

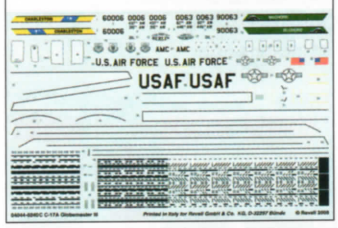
Scale: 1/72	Kit No: B93
Price: £26.50	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 63	
Manufacturer: Choroszy	
UK Importer: Aeroclub	

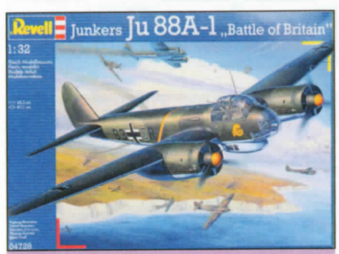


TECHNICAL DATA

C-17A Globemaster III

Scale: 1/144	Kit No: 04044
Price: £19.56	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 125, Clear 12	
Manufacturer: Revell AG	
UK Importer: Revell UK	
US Importer: Revell-Monogram	





TECHNICAL DATA

Junkers Ju 88A-1 'Battle of Britain'

Scale: 1/32	Kit No: 04728
Price: £29.36	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 255, Clear 26	
Manufacturer: Revell AG	
UK Importer: Revell UK	
US Importer: Revell-Monogram	

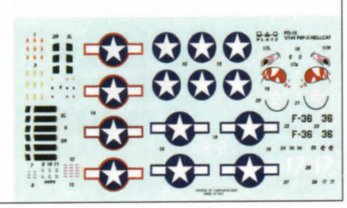
Hard to believe it's here, but looking in the box the actually reality is even more exciting than the anticipation. Looking forward to future variants too. This is the bargain of the year, is selling out at a model shop near you, and warrants further investigation.

TECHNICAL DATA

F6F-3 Hellcat

Scale: 1/144	Kit No: PD-15
Price: €11.01	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 34, Clear 3 X 2 Kits	
Manufacturer: Platz	US Importer: Dragon USA

These beautiful double kits can be obtained in the UK via HobbyLink Japan, unless you get lucky at a model show and find that little-cars.com have some tucked away among the tools and materials. Highly recommended!



TECHNICAL DATA

F-16D Fighting Falcon

Scale: 1/72	Kit No: 80275
Price: £9.77	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 47, Clear 2	
Manufacturer: HobbyBoss	
UK Importer: Creative Models	
US Importer: Squadron	

TECHNICAL DATA

MiG-17PF Fresco D

Scale: 1/48	Kit No: 80336
Price: £14.67	Decal Options: 3
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic115, Clear 5	
Manufacturer: HobbyBoss	
UK Importer: Creative Models	
US Importer: Squadron	

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61103 **£24.99** 1/48 Mitsubishi A6M5 Zero

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61104 **£24.50** 1/48 Focke-Wulf FW190 F8/9 +

D4582 **£6.50** 2x 1/144 Tornado F3 + weapons

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A02088 **£4.99** 1/72 Lockheed P38F/H Lightning

A05115 **£8.99** 1/48 Supermarine Spitfire Mk.I

Z7279 **£5.50** 1/72 Ilushin IL2M3 Sturmovik

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Reviews

Henschel Hs123 A-1

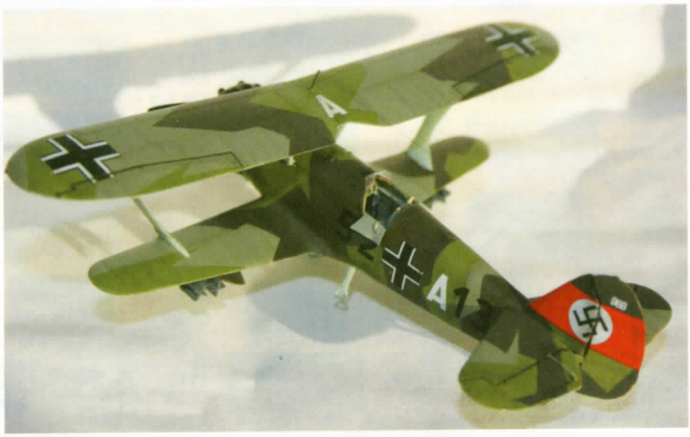
AVIS **1/72**

BY **KONSTANTINE MALINOVSKY**

TECHNICAL DATA

Henschel Hs 123A-1

Scale: 1/72	Kit No: 72004
Price: £19.50	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 48, Clear Film 1	
Manufacturer: Avis	UK Importer: Pocketbond



The Hs123 was conceived and produced as the first Luftwaffe dive bomber, but it became obsolete almost before the first machines were rolled out from the assembly plants, and never achieved the fame of the Ju87. It first saw action in the Spanish Civil War and participated in the initial stages of World War II. Though directly connected with some of the most famous names in the Luftwaffe's history - it was flight tested by no less than Ernst Udet himself, and became the plane in which Adolf Galland received his baptism of fire - this aircraft is not a popular subject from model kit producers.

It is a short run kit, which is moulded in soft white plastic similar to that used by Amodel. Despite this the sprue gates are rather thin, which makes working on the model much easier. The panel details are recessed, and the fabric covered surfaces are done extremely well.

The instructions are printed on two A4 sheets and provide enough guidance to successfully complete the model. All the paint references are RLM. Unfortunately, the clear parts were missing from the box, though they are mentioned on the parts break down.

For building this kit I used the excellent Wydawnictwo Militaria 4 book dedicated to the type. The kit parts corresponded to the 1/72 plans published there, which in my opinion suggests it is a very accurate model.

Construction

It is hard to expect perfect fit from a short run kit and this is no exception. Dry fitting of all parts is highly recommended. The cockpit is rather well detailed with the bulkheads, floor, rudder pedals sidewall details, control column seat and dashboard. When properly painted they look outstanding and hardly any more detailing is required for the cockpit. I only added the seatbelts, but to show off all those details I cut out a pilot's door from the fuselage side to widen the opening.

The engine cowling is composed of three parts and the modeller is advised to glue the engine inside the cowling before they are put together. There is no way one can insert the engine when those parts are assembled.

The rest of the assembly posed little difficulty, up to the point of attaching the upper wing. Avis provide a template to install the main struts at the correct angle, but as the locating pins are nowhere near adequate it is extremely hard to attach the upper wing if the struts are glued to the lower one. I believe it would be easier to attach the struts to the upper wing and then try and install this structure on to the lower wing.

As the clear part from my kit was missing I scratchbuilt the windscreen myself from a piece of clear film. The operation took about five minutes and the result is much better than can be expected from injected moulded plastic.

Colour Options

The decals supplied with the kit offer a choice of four aircraft, two of 2/Stg 165 Immelmann based in Germany in 1937 and two aircraft of the Condor Legion in the Spanish Civil War. All of the variants check out with photo references and sport the early Luftwaffe four colour camouflage.

The decals are in register and of good density, but as with many of the decals from Ukraine, they are very stiff. MicroSet or MicroSol had absolutely no effect on them and I had to resort to much more brutal Gunze products. Even with these multiple applications were required to make the decals conform to the recesses. The crosses took much more effort than the letters and numbers, probably due to the double layer of colour on them.

Conclusion

I did enjoy building this kit (though it took me a very long time) and it does build into a very accurate replica of this interesting machine. All the challenges in construction can be attributed to the limited run technology but the time required to overcome them would probably equal the time needed to spruce up the old Airfix kit. For price and ease of construction I would favour Airfix, while for detail - especially in the cockpit area – the Avis kit wins hands down. Personally I would recommend this kit for the early version of the aircraft and stick to Airfix for the later ones.

● SAMI

Curtiss Jenny JN-4HG (Gunnery)

OLIMP **1/72**

BY **DAVE HOOPER**

TECHNICAL DATA

Scale: 1/72	Kit No: 72004
Price: £TBC	Decal Options: 2
Panel Lines: Recessed	Status: Reissue
Type: Injection moulded plastic	
Parts: Plastic 63	
Manufacturer: Olimp	
UK Importer: Hannants	

There have been some strange goings on from the Olimp camp in the last year or so. First came the news that all the injection moulding equipment and moulds had been stolen and were most likely lost forever. Twelve months on and there appears to be two companies trading under the Olimp name and moulds that had supposedly disappeared have magically resurfaced. Among these is the 1/72 Curtiss Jenny, of which this packaging is the third retooling, concentrating on post war gunnery training Jennies (which according to the Jenny profile publication were designated JN-4H G-1 and G-2 depending on whether it was a one or two gun version). The box contains three sprues designed to cover all the major Jenny variants from the three Olimp boxings. The quality of this 'reissued' tooling is very good, but some of the parts do not look quite as fresh as in earlier issues of the same kit. The plastic is of a very soft variety which is not ideal to work with but gives adequate results when sanded. The instructions are well laid out and easy to work with although there is no information included concerning the dihedral of the wings, making further research essential.

Construction

Construction began with the cockpit which is fairly intricate for a 1/72 kit, however it must be noted that very little detail can be seen once the fuselage has been closed. The fuselage halves require some major surgery before fitting, as the cowling needs to be cut away and replaced to provide the correct shape for the later variants. Once the correct cowlings were fitted I had no problems with the fitting of the fuselage halves, however I found the upper decking to be too narrow and plenty of filler was required to correct this. The radiator also seemed a little on the small side. Both the upper and lower wings are provided in three parts and it is therefore up to the modeller to apply the correct dihedral (which should be 1°). This is quite possibly the trickiest area of the build and it may be worthwhile constructing a small jig in advance to ensure correct alignment of these parts. The struts appeared to me to be a little on the short side and I therefore opted to use replacements made from Strutz. When I came to adding the final details I raised an eyebrow or two at the instructions, which imply that the option I was building should be fitted with no less than four machine guns, but I personally doubt whether the Jenny could take off with that much weight on board. Without reliable research material I therefore had to make a few uneducated guesses concerning the number and position of the guns on the aircraft I was building.

Colour Options

This kit provides options for two post war Jennies but no information on either machine is given other than a date. The 1919 option marked 500 is painted Olive drab overall and is, according to the instructions, a 3 gun version. I would therefore hazard a guess that this should be a JN-4H G-1 (one gun).The 1921 Jenny marked 41592, which I opted to build, has a clear doped fabric fuselage while the upper decking and wings are Olive Drab. I am guessing that this should be a G-2 variant as the supplied profile shows an extra gun on the top wing. The decals look good on the sheet but turned out to be extremely problematic. Firstly the clear areas are so thin that they break apart as soon as they slide off the backing paper. This issue was solved by coating them with microscale decal film. Secondly the decals refuse to conform to even the slightest change in shape easily, and once they dry are very prone to damage. As a result of this I painted the rudder strips and had to carry out extensive touch ups on the upper wing stars.

Conclusion

This is a very welcome revival of this superb 1/72 scale tooling of one of WW1s great trainers. Don't let some of the negative comments above put you off as these all cover the kind of issues one would expect from almost any limited run product. The decals are perhaps the most disappointing area, but even here there are ways to get around the problems encountered. Certainly I am very pleased with the finished item and look forward to tackling some of the other Jenny variants available from Olimp. As a bonus there are enough useful spare parts within the kit to really soup up my old Pegasus kit as well.

SAMI

LaGG 3 Series 1-4

ICM **1/48**

BY TIM LARGE

TECHNICAL DATA

Scale: 1/48	Kit No: 48091
Price: £9.99	Decal Options: 4
Panel Lines: Recessed	
Status: New Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 101, Clear 8	
Manufacturer: ICM	
UK Importer: Creative Models	
US Importer: Dragon USA	

I've been looking forward to this kit since it was announced, so I excitedly opened the colourful box to reveal the four sprues inside. Three of these are moulded in a soft light grey plastic, and all of the one hundred and one parts have extremely fine recessed and raised detailing, although forty four are not used, as they are for other version of the LaGG 3, as well as a complete range of under wing stores, such as rockets, bombs and fuel tanks, none of which are intended for this issue. The one clear sprue holds eight parts and once again the quality of the moulding is first class. There is a small amount of flash on all the parts, but this was easily removed.

Construction

Starting with the highly detailed fourteen part cockpit, the four sections involved are easy to complete, as the overall fit is excellent, however no seat belts are provided, so an etched set was added from Eduard's Zoom set for the La 7. The finished cockpit is fitted into the fuselage, and here the sidewall detailing is raised and comprehensive, the only disappointment being the gunsight, which is both undersize and inaccurate.

ICM supply four types of engine cover, with only two of them being relevant for this early version of the LaGG 3, the difference between the two being the fitment of either one or two 12.7mm UBS machine-guns. Once fuselage construction was completed the three part wing was built up, which also involved adding the engine cooling radiator. When the completed wing was offered up to the fuselage some minor adjustment was needed to achieve a good fit, and some filler was required to blend the upper wing to the fuselage.

The undercarriage is a very good detailed reproduction of the real thing, made up from five parts for each side, and the fit of the main legs to the bays resulted in a strong and sound bond. Last of all section eight covers the two part clear canopy, which was a good fit to the fuselage as was the prop/spinner assembly.

There are three types of exhausts on the sprues. Once I had selected the appropriate pair for this version the ends were hollowed out, then once the model was painted they were fitted, just needing to be pushed into place.

Colour Options

Altogether four options are given by ICM, though you can produce a fifth. All have the same basic finish of a Green/Black (Dark Green?) upper surface and a Light Blue underside. The first two aircraft were flown by Leonid Galchenko, on the Karelian front. White 76, with white patches over the basic finish and his famous white cat marking on the tail, is from late autumn 1941 (you can leave off the white patches to represent the aircraft in the late summer/early autumn in 1941, this option is not shown in the instructions), while the next finish has no number, but is Galchenko's aircraft from summer 1942 when he was transferred to 609 IAP and promoted to Major. This features a black cat with a white outline on the tail and victory star markings behind the cockpit, with the white patches and numbers painted out.

White 22 follows, an aircraft from 44th IAP, Leningrad area autumn 1941, finished in the basic camouflage, with the red star on the tail and under the wings. Last of all we have White 64, serving with the 3rd GvIAP, Leningrad area, spring 1942. This has white paint over the basic camouflage and is shown heavily weathered. Red Stars are on the tail, fuselage and underside of the wings.

I selected the second option for the review. ICM's decals are nicely printed with a good register and have a matt finish, and adhered to the painted surfaces with ease with a bit of help from Micro Sol/Set.

Conclusion

A splendid kit this, with good surface and remarkable cockpit detail, and as far as I can tell just about spot on when it comes to accuracy. What's more you don't have to confine yourself to the early versions covered in this kit, as you can build just about any version of the LaGG 3 from the parts provided – just a matter of getting the markings you want (a Finish version from ICM is in the wings and AML do a very acceptable decal sheet in 1/48) – and all this for £9.99 in the UK makes ICM's LaGG 3 one of the best value kits I've seen in years.

● SAMI

DFS Kranich II Sailplane

AZ MODELS **1/72**

BY **JOHN BISSET**

TECHNICAL DATA

Scale: 1/72	Kit No: AZCZ07
Price: £TBC	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 15, Etched 18, Resin, Vacform Clear	
Manufacturer: AZ Models	
UK Importer: Hannants	US Importer: Squadron MMD

The Kranich was a high performance pre-war designed sailplane that continued in service until well into the 1960s. Unusually, as well as training duties in the Second World War, it served the Luftwaffe operationally carrying fuel supplies on the Eastern Front.

Coonstruction

The basic kit is a simple affair, with two slenderly moulded wing parts butt jointing to the fuselage halves. As on the original, the tailplane fits as a single piece in front of the fin. Both wings and tailplane have very fine surface detail just visible, quite true to prototype. Adding the front skid and vacform canopy should complete this simple model, but AZ have provided more. An astonishing eighteen piece photo etch sheet, plus two film items, adds lots more internal detail to the cockpit. In 1/72 the provision of each seat strap as a separate item strained my eyesight and ability to handle small brass items to the limit.

I was unhappy about the wing-fuselage butt joint. I felt this would not be strong enough, so before assembling the fuselage halves I offered up each wing in place and drilled small locating holes through from inside the fuselage. Short lengths of paperclip wire acted as pins. Initially I superglued these into place, then trickled some liquid glue around the wing fuselage junction.

The fuselage was next. There is some trimwheel and control detail moulded into the fuselage which a little drybrushing highlights nicely. A cockpit floor with two seats, control columns and instrument panels for front and back are also provided. Assembling the photo etch details was the challenging part. I strongly recommend that before starting work on these you find a large shallow box, preferably with a white interior, in which to place the whole model and work items. Even with the finest of dissection tweezers it is hard to avoid that dreaded twang as yet another piece makes a bid for freedom in the arms of the carpet monster. The large box, with the help of a heavy duty torch from my workshop, captured every escapee, though there were some worrying moments fossicking around in the corners. I began to think that computer style white lab coats and head covers would be the next stage.

Unfortunately little of the fine strap detail, or the characteristic structural frame sections around the front panel, can be seen once the canopy is fitted.

The Kranich canopy was heavily framed. I first tried handpainting the framing, but even with careful touch up afterwards, using a toothpick to gently remove excess paint, achieving straight lines was beyond me. Fortunately AZ supply two vacform canopies. On the second canopy I painted around the canopy edges only, then used strips of decal sheet to detail the frames. Sailplane canopies are not normally black painted inside, which made the task easier.

Colour Options

After attaching the tailplane I painted the whole airframe beige, having decided that a Swiss scheme was the most attractive of the four options given. The shade I used is rather on the yellow side according to the box art, however I like the brighter colours of older sailplanes and was happy to exaggerate this slightly. Modern machines, for very good reason, are very largely white overall. The decals provided are very sharp, but delicate and need care in application. The bird motif on one side of the fuselage became folded over. Teasing it back into shape was frustratingly difficult and some touch up was needed afterwards. My clumsiness, not a fault of the kit.

The Swiss colour scheme shows the fuselage skid painted blue. I felt that brown was more likely. Like many gliders of that era, the Kranich had a droppable dolley undercarriage which fits under the rear of the skid. These were jettisoned after take-off, a potentially fraught exercise. Dropped too soon and the dolley was apt to bounce back up through the tailplane. Drop too late and the dolley would disappear in great leaps and bounds all over the airfield, spreading terror and despair in all directions. I spent hours at North Weald, many years ago, searching for a dolley that one forgetful pilot decided to release at around 800ft on climb out. My word, that is a lot of kinetic energy!

I elected to leave the dolley off my model, so that the ground attitude looks more normal. After completion, some careful study of photos confirmed a faint memory. Some variants of the Kranich, including this one, had transparent windows in the wing roots to allow some visibility downwards for the instructor in the rear seat. The kit does show moulded rectangles at the right positions, though no mention is made of this. I should have cut these out and fitted transparencies. I cheated and have now painted these black top and bottom, since I think the rear reinforcing pins I fitted are in the way.

Conclusion

This is a fine kit of a significant early sailplane. Full marks to AZ for effort, especially with the brass etch set. I recommend this kit to anyone looking for something slightly different, or with an interest in sailplanes.

SAMI

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Dassault Falcon 900EX

BROPLAN **1/72**

BY **ANDY McCABE**

TECHNICAL DATA

Scale: 1/72	Kit No: MS-119
Price: £TBC	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Vacform	
Parts: Vacform 32, Vacform Clear 1, Plastic 25	
Manufacturer: Broplan	
UK Importer: Aeroclub	

The Dassault Falcon 900 is a development of the Falcon 50, which in turn is a development of the earlier Falcon 20. The Falcon 900 development included computer-aided design and the incorporation of composite materials. Improved models include the Falcon 900EX, featuring improved engines and increased range, and an all glass cockpit. The Falcon family of business jets are the only corporate jets currently produced with more than two engines, including a S-duct central engine.

The Broplan kit consists of four white vacform styrene sheets that contain thirty two parts, two injection moulded sprues containing twenty five parts, one vacform clear canopy, one decal sheet and one A4 black and white printed instruction sheet.

The vacform sheets are quite nicely moulded with a decent amount of surface detail, the injection moulded parts have a small amount of flash but this will be easily cleaned off.

Construction

The first step is to remove the vacform parts from their sheets and sand them back to obtain nice clean mating edges, this is always the messy bit of vacform kits and not my favourite part, but it always seems to be easier than it actually looks when you open the box for the first time.

Once the parts have been prepared and the cabin windows opened out the build can begin. This first entails joining the two rear fuselage sections to the two forward parts.

You have an option of either fitting the clear vacform cockpit window part or not, and if you choose the latter and do not intend to open the cockpit windows then there is no point in assembling the interior. I opted for the clear part so the cockpit was duly assembled - all that is except for the instrument panel and coaming, as the location of this assembly is somewhat vague and is best determined once the cockpit window section of the fuselage has been removed ready for its replacement with the clear vacform part.

To ensure a reasonably flush joint of the clear part with the fuselage, strips of plastic were glued around the edge of the aperture to allow a lip for the clear part to mate against, and plenty of dry fitting and adjusting was needed before the final fit was performed.

The tail parts include the tail engine intake, which if just glued together leave rather a large void inside the tail so an intake was fabricated from sheet styrene and blanked off at one end to provide a bit of detail. There are intake lip rings provided on the injection sprues. The same applies to the tail exhaust, whereby there is just a hole into the fuselage so an exhaust tube was fabricated also.

Wings and horizontal tail planes slot onto spars through both the fuselage and the vertical tail, and the airframe is beginning to take shape now.

The two tail engines also need a bit of work as the fan blades don't sit quite where they should, so two intake rings were again fabricated and the fan blades glued to their rear faces. The intake rings finish off these assemblies, but it would have been nice to have rear fan blades also. I did not have any of the relevant size in my spares box so no mods were made here.

Once the engines were fitted the major construction was finished, all gaps were filled and sanded flush and a coat of white primer was applied. Any blemishes and gaps were then dealt with before another coat of primer was sprayed. This was followed by a couple of coats of Halfords Appliance Gloss White and the model was finished and ready for decals.

All that was left to fit was the undercarriage and gear bay doors.

Colour Options

Four decal options are included on the sheet, but the overall colour scheme is the same in all cases, being Gloss White.

Decal options are:

- Falcon 900EX MM62244 Italian Air Force
- Falcon 900EX ZS-NAN South African Air Force
- Falcon 900EX 45-44 Spanish Air Force
- Falcon 900EX F-RAFP French Air Force.

The decals require at least two coats of an acrylic varnish to be applied before they can be used, and this is mentioned on the instruction sheet. As they are inkjet decals they are brittle and need tender care on application, other than that no special treatment is needed.

Conclusion

If you are a Biz jet fan then this is one for you, so long as you like multimedia kits as well. It builds into quite an impressive model of the Dassault Falcon 900EX and is just begging for a sheet of decals with a range of other operators of the type, or your own custom colour scheme. The build was relatively easy, though the addition of the engine intake tubes prolonged things slightly. No major problems were encountered and once the initial separating and sanding of parts had been completed, construction was quick.

A thoroughly enjoyable kit to make, and an impressive one as well.

SAMI

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Bell P-39Q Airacobra

SPECIAL HOBBY **1/72**

BY **COLIN PICKETT**

TECHNICAL DATA

Scale: 1/32	Kit No: 32036
Price: £TBC	Decal Options: 3
Panel Lines: Recessed	Status: Revised issue
Type: Injection Moulded Plastic	
Parts: Plastic 167, Etched 41, Resin 20, Clear 12	
Manufacturer: Special Hobby	
UK Importer: Hannants	US Importer: Squadron

The P-39Q was Bell's final attempt to make the indifferent Airacobra a truly potent fighting aircraft. One of the main features of this version is the addition of an underslung 0.50in machine gun to each wing, mounted in aerodynamic pods, twinned with two further 0.50in guns mounted in the nose. These were carried along with the characteristic 37mm cannon mounted on the aircraft centreline.

Most of the P-39Qs manufactured were destined for the USSR, however the subjects of Special Hobby's big scale P-38Q kit are those based on Makin Island following its recapture by US forces in December 1943.

The Special Hobby P-38Q comes with a myriad of finely engraved grey plastic parts, the fuselage being particularly exquisite with subtle raised panel areas. This is married to a host of resin and etched parts for the finer details. The crew doors are moulded in clear plastic allowing the doors to be left open so that all that internal detail can be seen. The rest of the clear parts are beautifully thin and clear.

Construction

I started the build by spending a while cleaning the prominent injection points and ejector towers from the internal surfaces of the fuselage. This was followed by an airbrushed coat of interior green as a primer coat for the detail painting to follow. The resin parts were cleaned up ready for painting and installation, having no air bubbles or defects, just mouth watering detail.

A couple of evenings were spent detail painting the interior parts and test fitting to make sure all would go together as planned, which was relatively easy as this kit has locating pegs and holes moulded into the main parts making life easier. The excellent etched harness was made up and is very convincing, especially installed on the resin seat.

The fit was pretty good for a limited run kit. I used masking tape to hold things together tightly until the glue fully set, the only real problem areas being the wing edge mounted intakes, which needed small plastic shims to ensure a tight fit, and an 11mm cocktail stick spacer mounted in the lower section of the wing roots to close up the wing to fuselage join.

A session of filling, sanding and polishing followed on the completed fuselage/wings assembly before the control surfaces were installed, slightly deflected in line with the controls in the cockpit to add a little interest. I used a substantial amount of nose weight, packing the area around the nose gear bay with scraps of roofing lead.

The Canopy is a delightfully thin one piece moulding, which covers the whole of the transparency area. This means that masking the canopy is not too hard to do using Tamiya masking tape and a sharp scalpel blade. For those less confident Eduard manufacture an excellent mask set.

I masked the clear door mouldings, both sides at the same time, the outer surfaces being coated with interior green first before fitting. The actual installation was a breeze as the fit was very good so a thin coat of Gator Glue fixed things in place whilst strips of Tamiya mask held things tight as the glue cured. A smear of water based filler blended in with a damp paintbrush ensured a very clean fit, proving that transparencies are an area in which Special Hobby have made some big improvements.

Looking at the main wheels I thought that they were a little two-dimensional for a 1/32 kit so I set about widening them with a slither of plastic card between the wheel halves on the main gear and opening up the moulded spokes on the wheel hubs. Once I'd achieved this to my satisfaction I used this as a mould for a pair of resin wheels. It's possible to get a resin undercarriage set from the aftermarket, however I wanted to keep my costs low on this one, and I had the casting gear in stock.

Colour Options

I was particularly drawn to the P-39Q shown on the box top, partly because I liked the fact that Spare Parts was made from a number of scrap P-39s by the ground crew of the Sky Raiders Squadron and partly the fact that I thought the black finish would look particularly good on such a large scale model when coupled with some careful weathering and toning. The kit actually includes decal options for four P-39Qs, one in more typical green over light grey and two in sand over light blue, all based in the Central Pacific.

I started off the painting with a coat of Halfords primer to make sure the surface was ready for the subsequent topcoats and then airbrushed Alclad Aluminum to the major panel lines and wear areas on the aircraft. This was followed by primer colour onto the middle of the panels. I'd seen a technique I wanted to try that I thought would really suit this model.

Using a well butchered toothbrush I flicked masking fluid onto the airframe where wear and tear would occur in a random pattern. This was then left to dry. Finally two coats of thinned Xtracrylics black were airbrushed over the P-39Q and I then went about decaling the airframe. The decals are nicely printed, being in perfect register, glossy and not too thick, however they are a little fragile and I managed to tear the first couple. A coat of future sealed the decals in place, with the smaller items being laid on a small patch of freshly applied future to remove any chance of silvering.

Now for the test... taking a cocktail stick I picked at the areas of masking fluid and top coat of paint to reveal the metallic and primer finish, which provided me with a scale chipped finish. This was augmented by adding further wear to areas with a polishing stick.

The kit gun barrels are somewhat disappointing, being formed of small plastic cylinders, so I set about replacing these with the right diameter aluminum tube (Albion Alloys – normally used in model engineering – It pays to cross pollinate modelling technologies, it's also a little less eyebrow raising than asking around for hypodermic needles) cut to the same length as the kit part. The aluminium tube was then coated with undiluted Tamiya Smoke (X-19) to give a Gun metal finish. The nose guns were particularly challenging as they needed beveling off to get a decent fit to the fuselage.

To get the main oleo legs to fit I had to fettle the tops of the legs a little as the alignment with the tops of the bays and the sides is a little out. Nothing major and nothing that will be visible when the kit is complete.

A careful coating with thinned dark grey and dark earth gave tone to the finish so the resulting model didn't look like a big black mass.

Conclusion

If you are prepared to take the extra time and effort, as well as accept the limitations of its limited run production, this is an excellent kit. One for all the big scale builders out there... and perhaps those looking for their first multi-media kit (if cost is not an issue) as it's big enough to let you handle the parts without being too fiddly.

Me, I'm just wondering how I smuggle the next big scale Special Hobby kit into the house, as the new RAF Brewster Buffalo looks quite interesting.

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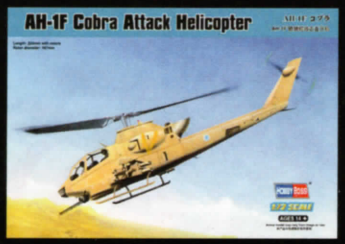

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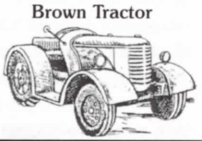

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Albatros D.III (O.A.W.)

RODEN **1/32**

BY **PAUL GILSON**

TECHNICAL DATA

Scale: 1/32	Kit No: 608
Price: £34.99	Decal Options: 4
Panel Lines: Recessed	
Status: New Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 80	
Manufacturer: Roden	
UK Importer: Pocketbond	
US Importer:Squadron	

The Albatros D.III was one of the best German aircraft of 1917. Following problems with it's successor, the D.IV, it was decided to continue production of the D.III at the Albatros subsidiary, Ostdeutsche Albatros Werke (OAW) at Schneidemuhl. There were only small design differences between the two factories' outputs and the Albatros D.III saw service on all fronts. The kit comes packed in two separate bags, one for the decals and instructions, which cover eight sides, the other for the sprues. The parts are moulded in a slightly soft light grey plastic and do have a few leftovers from the moulding process to be removed, but are otherwise clean.

Construction

Construction begins with the inside, and in this case the internals are quite comprehensive with an inline engine, internal framing and cockpit details. The cockpit framing looks good in place and the only missing item is a seat harness/belt which I added from lead foil. The framing fitted well inside the fuselage and when closed up just required a small amount of filler on the upper and lower joints, but this was all that was used on the model. The only optional parts supplied are for the two machine guns, which are supplied complete or as bare parts for use with etched jackets. As I was going to do the colourful version shown on the box top I didn't add the undercarriage or top wing until after painting.

Now, at this point I recalled my last red and white aircraft – The Crocodile –

Lavochkin La 7

EDUARD **1/48**

BY **TIM LARGE**

TECHNICAL DATA

Scale: 1/48	Kit No: 8461
Price: £12.55	Decal Options: 1
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 69, Clear 5	
Manufacturer: Eduard	
UK Importer: Hannants/LSA	
US Importer: Squadron	

It's a big welcome back to Eduard's boxing of the La-7, this time in the guise of Col. S.F. Dolgushin's colourful aircraft from 1945. The kit itself comes in two resealable bags, the first and largest, containing two sprues of light grey plastic holding seventy cleanly moulded parts. Panel lines, inspection covers and such like are all nicely recessed, with cockpit and undercarriage detail being raised. The second bag is reserved for one transparent sprue of five parts. The plastic is crystal clear and crisply moulded, with well defined framing.

A small decal sheet is included along with a basic instruction leaflet, made from a single folded sheet of A4 paper, including a sprue layout and paint list, and fourteen sections covering the build.

Construction

The first thing to do is pre-paint the sixteen items that go to make up the cockpit. The raised detail on the bulkheads and side walls is very fine and with careful dry brushing comes up very nicely indeed. That said, the side wall furniture is disappointing, so I decided to replace the four parts, as well as adding more detail, such as the seat belts, with Eduard's Zoom set FE207.

Once the fuselage is completed the wing is added, and here I found it necessary to use filler along the whole joint. Once that is cleared up and the engine cowl, gun cover and tail plans are added, the main undercarriage can be built up, consisting of five parts each side. Again the detail is first class, apart from the wheels. Moulded in two halves, the hubs are excellent, but the tyres are too fat and have no treads. The only option is to replace them and as luck would have it True Detail make a number of generic wheels sets for 1/48th Soviet fighters, so problem solved.

Finely the clear items were added. The three part canopy is clear and fitted well, but because of the thickness of the plastic the centre section cannot be shown open. Also on the transparent sprue is a fine reproduction of the PBP-1B (V) reflector gun sight.

Colour Options

As this is a Weekend kit only one set of markings is supplied, this being white 93, the colourful aircraft of Lt. Col Sergei Dolgushin from 156th IAP, Germany April 1945. This aircraft had a finish of Light Blue underside and Mid Grey upper surface, with Red and White trimmings. All the paint used came from Humbrol's range of Enamels. Eduard's decals are well printed and in a good register, and you are treated to a full set of stencils and the relevant individual aircraft and national marking. I had little problems with them when they were put on the surface of the model, though I did use Micro Sol to help proceedings along.

Conclusions

This is the second time Eduard has boxed the original Gavia mouldings in their no frills Weekend series, and I did like this kit, with its clean and crisp moulding. It is very nicely detailed and easy to build, and any minor omissions can easily be dealt with by Eduard's own Etched sets, or you could use either Goffy Model or CMK's resin.

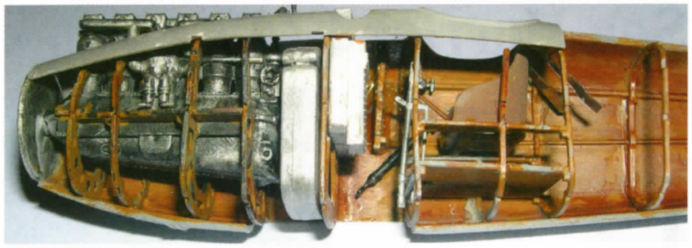
Whatever you choose to do this is the best kitted La7 in this scale, and can be highly recommended.

● **SAMI**

and sure enough I found one source for this machine that said 'the possibility exists that the aircraft was black and white.' But I went with the kit recommendation anyway, and after spraying the fuselage and wings white I spent an evening masking the stripes. After painting I attached the upper wing and the rigging and drilled out some holes for the tail control cables. I also replaced the plastic pipes between the radiator and engine with copper wire.

Colour Options

Four aircraft are given on the decal sheet:



- Albatros D.III (OAW), s/n unknown, Jasta 39, flown by Obltn. Josef Loeser, Italian Front, Summer 1917
- Albatros D.III (OAW), s/n unknown, Marine Field Jasta III, Autumn 1917
- Albatros D.III (OAW), w/n unconfirmed, Armee Abteilung, Summer 1917
- Albatros D.III (OAW), w/n unconfirmed, Oblt. Erich Loewenhardt, Jasta 10, Western Front, Summer 1917

The first is the red and white machine, all others are variations on a natural wood fuselage with dark green and purple upper wings and light blue undersides. These three all have personalized artwork over the base colours. The decals are slightly thick and adhered well with a small amount of solvent solution. The colour density was good and only a slight hint of the underlying colour showed on the large upper wing crosses.

Conclusion

I really enjoyed this kit and the result is an eye catching model, which I enjoyed building and would highly recommend. On reflection I thought that in 1/32 scale you could really get a great natural wood finish on the fuselage.

● SAMI

Lightning F2A/F6

TRUMPETER **1/72**

BY **PAUL JANICKI**

TECHNICAL DATA

Scale: 1/72	Kit No: 01654
Price: £16.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 84, Clear 4	
Manufacturer: Trumpeter	
UK Importer: Pocketbond	
US Importer: Stevens International	

First impressions on opening the box are promising with all the surface details well represented. Closer examination during the build revealed some errors however. For example, to make an F2A from the options provided, the cable ducting along the lower fuselage need to be shortened back to a point just behind the weapon pylons. The overall size and shape of the ventral fins to the lower rear of the large belly tank look suspicious, and I would take issue with some of the panel lines, while the exhaust nozzles themselves look somewhat undersized.

Construction

Naturally the cockpit and intake trunking is the starting point in the build. The fit of the parts here, like the rest of the kit, is very good, but when the fuselage is joined just a bit of the trunking shows with a poor fit not quite mating within the insides of the nose. There is quite a bit of room for nose weights around this area but as a precaution I left the fitting of the forward fuselage tank until after the undercarriage was fitted in case more weight was needed. Perhaps a white metal replacement seat in the adequately detailed cockpit would help?

I opted for the gunless portion of the tank to represent the original build F6s before the retrofit of the extra cannon. Optional blanking plates are supplied for the F6 and parts with poor, shallow indented cannon ports for the F2A. The rest of the build was straightforward.

The ventral fins, incidentally, were reshaped for this model using the Hasegawa items as a guide to correct them. Items like the optional overwing tanks, refuelling probe, nose probe and any antenna replacements can be left until after painting and decaling as too can the option of either Red Tops or Firestreaks - cleverly moulded in clear plastic due to the clear nose cone of the earlier weapon.

Colour Options

The two options provided in the decals are for an F2A of 19 Squadron in the 1972 dark green over bare metal finish or an F6 of 23 Squadron. One of the first things that struck me about the decals was the definitely undersize wing and fuselage roundels and the underwing serials for both choices. The fin flashes for both are too big on the other hand whereas all the stencilling and fuselage serials are right, as are the 19 Sqn markings. In order to finish the model, I only used the appropriate stencilling and walkway markings from the kit sheet.

For main markings, I used my carefully hoarded Cutting Edge set and the 74 Squadron F6 option XR769/B. The kit decals performed well with appropriate decal solutions as did the others. The rear end of the Lightning tended to get grubby so I represented this with a wash of black around the area referring to many images in my Lightning Library.

Conclusions

What did I like about this kit? Well, all the relevant small intakes and outlets are well represented, the overall outline shape is quite true to the plans I have with the odd exception, and the really nice undercarriage legs, detail in the nose and main bays and general fit of parts puts it way ahead of other kits of the type. So, apart from the errors mentioned a very pleasing replica of the Lightning can be produced from this kit with corrections made to one's taste. A good effort and roll on all those other kits of the F1s, F3s and of course T4s and 5s too, hopefully.

● SAMI

Sea Harrier F/A2

XTRAKIT **1/72**

BY PAUL JANICKI

TECHNICAL DATA

Scale: 1/72	Kit No: 72006
Price: £11.99	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 63, Clear 2	
Manufacturer: Xtrakit	UK Importer: Hannants

For many the appearance of the SHAR F/A2 is this year's surprise item from Hannants/Xtrakit. Produced by MPM the kit has all the attributes of a limited injection moulding. It features fine surface detail and a fairly good cockpit interior, but although all four pylons are included, the weapons are not. A clear injected canopy and a good looking decal sheet completes the contents.

Construction

The familiar instruction pamphlet guides one through the suggested build sequence and is quite clear. The cockpit is housed in the separate nose to which are fixed the 'elephant ear' intakes. To this assembly the ducting and turbine fan are glued before mating all this to the main fuselage. This is the sequence one must take otherwise problems will arise as I found out.

So far most of the fit is not bad. The exhaust outlets are assembled with individual fins or vanes and are quite fine so care is required to ensure all are fitted correctly, with the end results being quite realistic. The wing halves need sanding on the inner mating surfaces to ensure nice trailing edges, however the fit to the fuselage is fair with just a bit of blending required along the top surfaces. The all moving tail planes are good and the separate nose cone that gives the aircraft that 'bottle nose Dolphin' look is also fixed with the suggestion of some nose weight at step one. A bit curious that, as the bicycle style undercarriage usually precludes this need.

The long range fuel tanks, nice as they are, fit to pylons that don't seem quite right. In fact all four are remarkably like those found on the Northrop F-5 family. This occurred to me when I rummaged through my spares looking for a pair of Sidewinders and their carriers I knew I had somewhere and found F-5 pylons that are identical to those on this kit. Not only that, there are no indications on the lower wing surfaces to aid location.

I had some problems with the undercarriage too, in particular the nose wheel assembly. The separate yoke (part B30) for the wheel is identical to the main part and this makes it awkward to fit with the wheel in place. It should be opposite handed to the other, while the one piece main leg and door has axles that are too short to hold the wheels.

The transparencies are nice and clear but the fit is really bad. Both the windscreen and main canopy are oversized by about a millimeter all round and overhang around the edges of the cockpit aperture.

The yaw vane was a spare left over from a Fujimi kit, and most of the blade aerials were scratchbuilt as they are not included, likewise the vortex generators and wing fences – although some feint indications for positioning are discernible, so perhaps future issues of this tooling may include etched parts for these.

Colour Options

The decals are well printed and with care settle well with some aid from decal setting solutions. The options include:

1. ZE690/713 of 899 NAS, 2004
2. XZ440/127 of 800 NAS, 2002 on HMS Ark Royal 2002
3. ZH806/006 of 801 NAS, HMS Invincible, 2004

All three are in the standard Medium Sea Grey overall scheme with Xtracolor paints called out for along the way. The last page of the instructions incidentally, has a good set of diagrams indicating where all the stencilling goes.

Conclusion

On the whole this kit, although having a good outline shape, is let down by the ill fitting canopy and undercarriage. The missing wing detail is not insurmountable, but will make for extra work, and – as well as the incorrect pylons – needs to be borne in mind when commencing a build.

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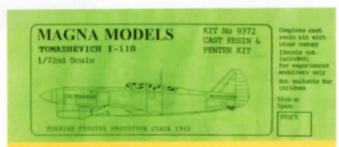
Tomashevich I-110

MAGNA MODELS **1/72**

BY TIM LARGE



TECHNICAL DATA

Scale: 1/72	Kit No: 9372
Price: £18.00	Decal Options: N/A
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 10, Metal 7, Vacform Clear 2	
Manufacturer: Magna	UK Importer: Magna

Now what we have here is an aircraft that will mean little or nothing to most modellers, but to lovers of Soviet aircraft, will be most welcome indeed. The aircraft was designed in 1941 with the emphasis on simple field maintenance, for example the complete Klimov M-107 twelve cylinder, water cooled engine could be removed, including the cowl, by the removal of four bolts. An interesting aspect of the design was that all dimensions were multiples of 10mm for quick building. Tested in December 1942, the 110's performance was, overall, adequate, despite the extra weight imposed by design features, but in the end the lack of an adequate supply of engines and production capacity put a stop to the project with only one aircraft being built.

Magna's usual stout box holds eleven cream coloured parts, and I have to say these are a real improvement on some previous Magna Models I have come across. There are no surface blemishes, such as pinhole air bubbles, and the exterior panel lining detail is precise and crisp, as is the interior of the cockpit and wheel bays. A smaller bag contains seven metal parts, which have some flash to clear up, but once done they reveal themselves to be well moulded and detailed. Two vacform canopies complete the parts contents. There is no decal sheet as the I-110 had no markings.

Construction

Once all the parts were removed from the moulding blocks and cleaned up they were tested and adjusted to fit, then I started painting the cockpit interior. Made up from an oversized metal control stick and one resin moulding, this covers the instrument panel, cockpit floor, seat with moulded belts, battery, and oxygen and air bottles. This, along with the integral sidewall detail, came up very nicely. The rest of the resin was built up without any trouble. Filler was needed on all the joints to one degree or another, but nothing too serious.

Once the main airframe was completed I turned my attention to the undercarriage, all of which parts fitted well. The vacform canopy was next, and this was nice and transparent after dipping in Klear. Once cut out and adjusted I got a reasonable fit, but I had to blend in the rear to the fuselage, losing a small amount of the clear portion in the process.

Last of all, before the painting, the one piece prop and spinner was added, leaving the two rows of exhausts, which are moulded as one part for each side, until the painting was done.

Colour Options

The I-110 only had the one finish in its life as far as I know and this was a Dark Green upper surface and Light Blue underside. I used Humbrol 116 US Dark Green and 65 Light Blue. A coat of Polly Gloss was then applied, with the panel lines picked out with thinned down Gloss Black. Once dry the whole model was subjected to a coat of White Ensign's Matt Vanish, which has a silk finish that is close to the real aircraft as seen in photos.

Conclusion

I enjoyed making this kit. It is easy to build for a short run resin model and thus ideal for any one who wants a first resin kit. Otherwise it a must for the dedicated Soviet modeller as I'm led to believe this is the first time the Tomashevich I-110 has been made available. This is first in a range of Soviet prototypes being made by Magna Models, with the Sukhoi Su 3 and Polikarpov I-185R to follow, so let's hope for some much wanted kits such as the Sukhoi Su 9 and Lavochkin La 150 in due course.

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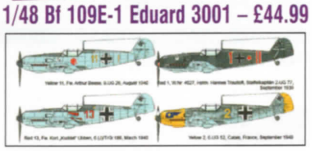

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36063	M-1127 rack and belts	Tru TBA
36065	Staghound AA ext	Ita TBA
36066	Staghound AA turret	Ita TBA
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48600	CH-47C/HC-1 Chinook cargo int	Ita £13.75
48601	CH-47C/HC-1 Chinook ext	Ita £15.50
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48605	F-16C Block 25 Fighting Falcon weapon	Tam £7.75
48606	Spitfire Mk Vc landing flaps	Spec Hob TBA
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49420	F-16C Block 25 Fighting Falcon u/c	Tam £15.50
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49430	BaE Hawk Mk I S.A.	Ita TBA

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49426	Spitfire Mk Vc S.A.	Spec Hob TBA

1/72ND ETCH

72488	B-24D ext	Has £18.50
72489	B-24 bomb bay	Has £21.25
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73313	EF-2000 Typhoon Single Seater	Rev TBA
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73316	F-16CJ S.A.	Aca £18.50
73318	B-24J int S.A.	Has TBA
73319	CH-47 Chinook cargo seatbelts	Tru TBA
73321	CH-47D int S.A.	Tru £18.50
73324	AH-64D S.A.	Hob Boss TBA

1/48 ZOOM

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FE430	BaE Hawk Mk I S.A.	Ita TBA
FE432	Sopwith Camel	Edu TBA

1/72 ZOOM

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SS316	F-16CJ S.A.	Aca £8.25
SS318	B-24J cockpit int S.A.	Has TBA
SS321	CH-47D int S.A.	Tru £8.25
SS322	S-2F Tracker	Has TBA
SS323	P2V-7	Has £8.25
SS324	AH-64D S.A.	Hob Boss TBA

1/72 MASK

CX223	Gannet AS.Mk.1/4 1/72	Rev £4.25
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1/48 MASK

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1/32 MASK

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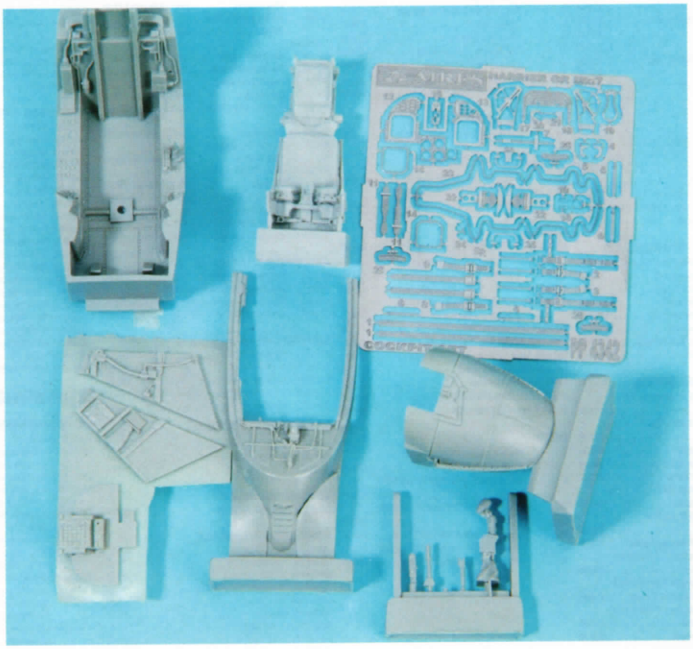
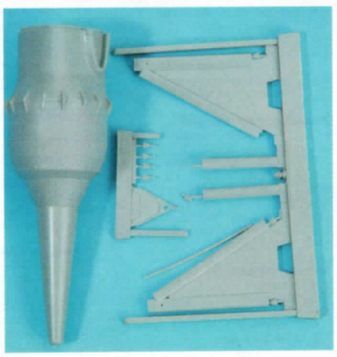
AIRES

In this month's new releases from Aires we have a good selection of subjects including some cockpits, which make the most of the properties of both resin and etched brass to achieve some of the most realistic looking interiors on the market.

Of course we also have a selection of jet nozzles that have a level of detail that it is impossible to replicate in injection moulded plastic, and even a small conversion to produce a 1/72 *Mistel* complete with the long-nosed warhead, and this is one set that I definitely hope they scale up to 1/48 and 1/32.



Harrier GR Mk.7 cockpit set



Mistel 2 conversion set version 1

F-16C Falcon block 25/32 exhaust nozzle

1/72

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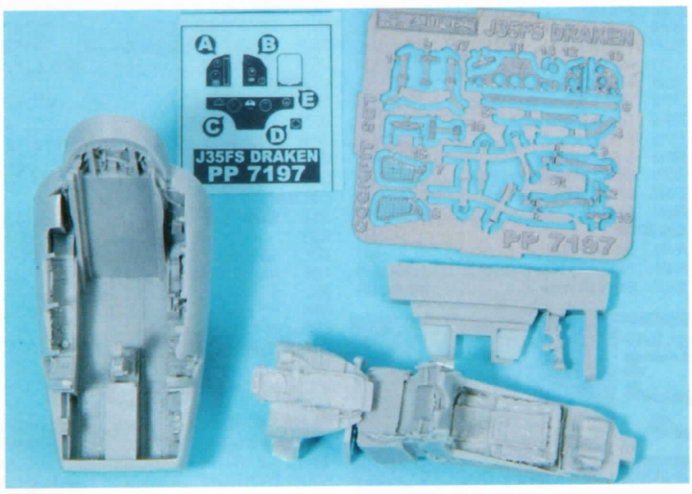
Product No: 2083 Price: £5.60
Designed for: N/A



J35FS Draken cockpit set

Conclusion

As always the only flaw in Aires' sets is that they fail to give any idea of the colours that you need to use to finish the job, but if you have the skills to use these sets you will probably have the references on your shelves or the ability to surf the web.

As is usually the case by the time you read this, these new sets will be available from LSA Models and both branches of Hannants.

www.aires.cz

SAMI

Flap Happy

ULTRACAST

Missed out from our Telford section last month were two new sets from Canadian company Ultracast; they actually had a few new items but by the end of the weekend their stall was almost completely bare. Both of the sets we received are for the Tamiya F4U-4 and are a simple drop-in replacement for the kit parts.

F4U-1 Corsair Retracted Flaps

F4U-1 Corsair Exhausts

1/48

F4U-4 Corsair Retracted Flaps
Part No: 48204 Price: TBC
Designed for: Tamiya

F4U-4 Corsair Exhausts
Part No: 48205 Price: TBC
Designed for: Tamiya

Conclusion

There is no UK importer that I know of for this range so you can wait for Telford 2009 or visit there website at www.ultracast.ca

SAMI

Cat Kit Bits

ALLEY CAT

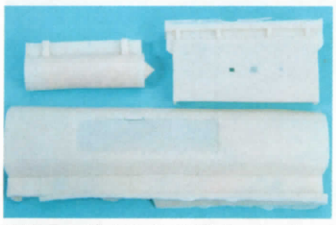
The latest releases from Alley Cat include two sets for the 1/72 Airfix Nimrod, while in the larger scale we see three sets for Trumpeter's Wellington and two for Classic Airframes' Meteor. The Gannet wing fold is a modified set to fit the new Revell kit rather than the Trumpeter example. The casting, as we have come to expect, is first class with only minimal cleaning up required before use, and the instructions are the usual clear and concise type using a mix of text, diagrams and photographs.

1/72

Nimrod Engine Upgrade
Product: AC72006 **Price: £12.50**
Designed for: Airfix

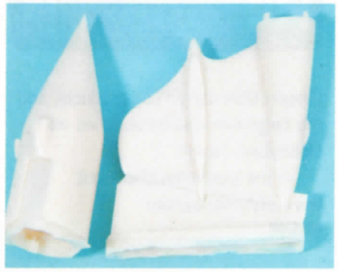
With refreshing honesty the first lines of the instructions state that using this set will not make a 100% accurate Nimrod, because the original kit does not measure up identically to the real airframe. What this set does do is easily improve the look of your model by producing seamless intakes and scale thickness exhaust pipes. Another benefit is that it sorts out the prominent intake grill between the engines, which on the kit is almost impossible to clean up well.

Some major modifications are required to use these parts so it is not ideal for the complete beginner but should be considered essential for any experienced modeller building the Nimrod.

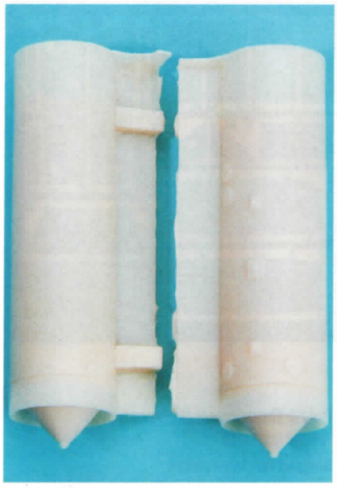


Wellington Mk 1, II, III 4000lb Bomb and Bomb Bay

Meteor NF Mk 12 Nose and tail



Meteor NF Mk 11 RAE Hybrid Nose and tail



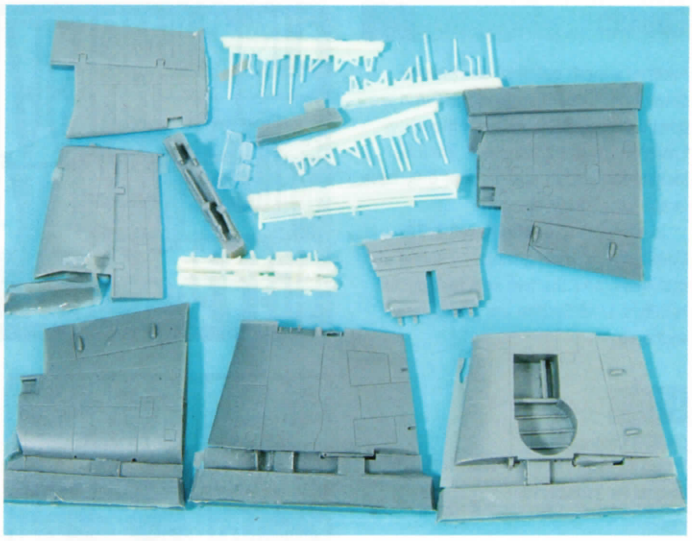
2 X 4000lb Cookie Bomb

Nimrod fin, SCP intake and nosewheels with separate mudguards
Product: AC72007 **Price: £4.95**
Designed for: Airfix

This is a simple set, unlike the previous one, that supplies better detailed and scale parts as direct replacements for the kit ones.

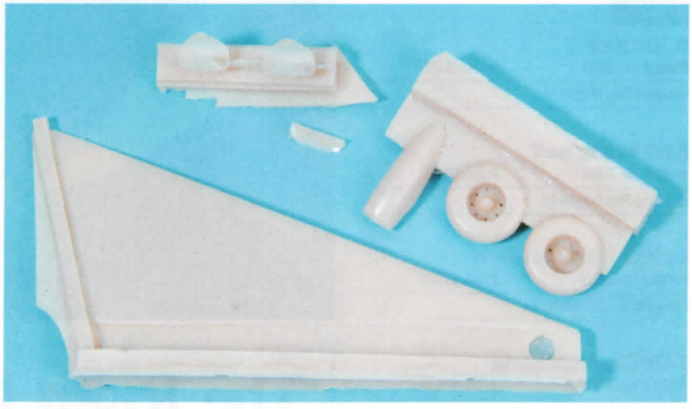
Fairey Gannet Wing Fold
Product: AC72008 **Price: £14.95**
Designed for: Airfix

Like their previous Gannet wing fold this is based on the parts supplied in the Czech Master Resin kit and certainly will produce a striking model.

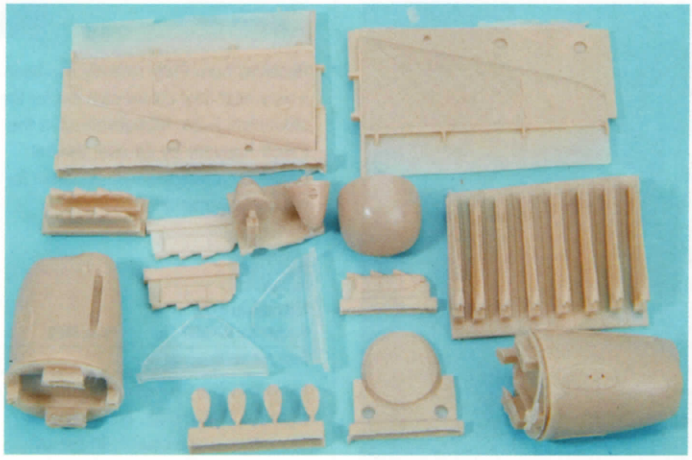


Fairey Gannet Wing Fold

Nimrod fin, SCP intake and nose wheels with separate mud guards



Nimrod Engine Upgrade



Wellington Mk IIC Full Conversion

1/48

Wellington Mk IIC Full Conversion
Product: AC48003C **Price: £18.95**
Designed for: Trumpeter

This conversion allows you to produce what I have always believed is the most attractive Wellington variant. A full build of this conversion featured in our sister magazine Model Aircraft Monthly Vol 7 Issue 12 and is complemented by a decal sheet reviewed elsewhere in this issue.

Wellington Mk 1, II, III 4000lb Bomb and Bomb Bay
Product: AC48004C **Price: £7.50**
Designed for: Trumpeter

Another simple drop in set that directly replaces the kit parts.

2 X 4000lb Cookie Bomb
Product: AC48005C **Price: £4.50**
Designed for: Trumpeter

This, too, is a simple replacement for kit components.

Meteor NF Mk 12 Nose and Tail
Product: AC48006C **Price: £6.50**
Designed for: Classic Airframe

This and the following set are two very easy conversions for the Classic Airframes kit, which is supported by a decal sheet featured elsewhere in this issue.

Meteor NF Mk 11 RAE Hybrid Nose and tail
Product: AC48007C **Price: £6.50**
Designed for: Classic Airframe

Conclusion

I am amazed by the quality that Alley Cat have achieved since they launched their range last year. The wing fold in particular is an amazing piece of work and navy aircraft always look much more impressive with their wings folded. I have already laid down a Wellington so I can build a Merlin Engined Mk.II at some point.

Check out the range at www.a2zeemodels.com.

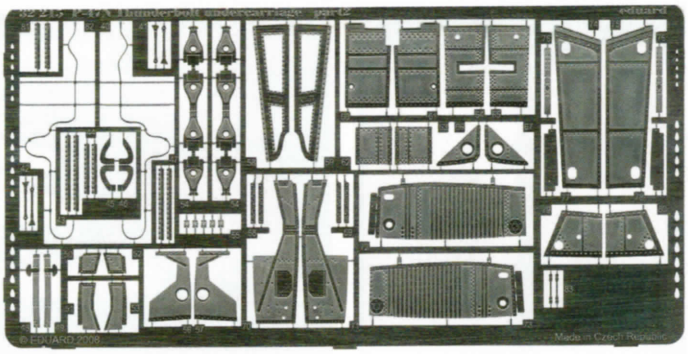
SAMI

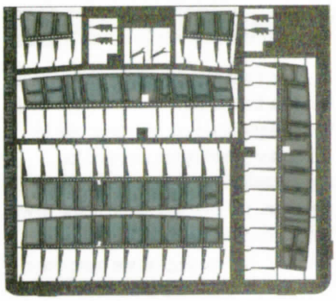
Czech Metal

EDUARD

Another superb batch of unmissable detail from Eduard, who we assume are poised and ready to unleash those big Emils on us at any moment. We'll be looking forward to seeing what they have in store for that project.

In the meantime the Revell 1/72 Eurofighter is among those receiving a makeover, and the two sets for Special Hobby's 1/48 Spitfire are particularly welcome.





1/72

CH-47D Chinook Mask
Product No: CX226 Price: £4.20
Designed For: Trumpeter kit

Wellington Mk III Mask
Product No: CX227 Price: £4.20
Designed For: Trumpeter kit

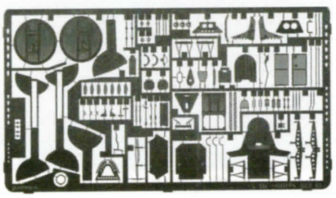
F-16CJ Fighting Falcon
Product No: CX228 Price: £TBC
Designed For: Academy kit

EF-2000 Typhoon Single-Seater Zoom
Product No: SS313 (Self-Adhesive/Pre-Painted)
Designed For: Revell kit Price: £5.75

EF-2000 Typhoon Single-Seater
Product No: 73313 (Self-Adhesive /Pre-Painted)
Designed For: Revell kit Price: £13.15

CH-47A Chinook Interior Zoom
Product No: SS314 (Self-Adhesive /Pre-Painted)
Designed For: Trumpeter kit Price: £5.75

CH-47A Chinook Interior
Product No: 73314 (Self-Adhesive /Pre-Painted)
Designed For: Trumpeter kit Price: £15.80



CH-47A Chinook Cargo Seatbelts
Product No: 73319 (Pre-Painted) Price: £15.80
Designed For: Trumpeter kit

1/48

Spitfire Mk Vc
Product No: 49426 (Self-Adhesive /Pre-Painted)
Designed For: Special Hobby Price: £14.20

Spitfire Mk Vc Landing Flaps
Product No: 48606 Price: £13.15
Designed For: Special Hobby

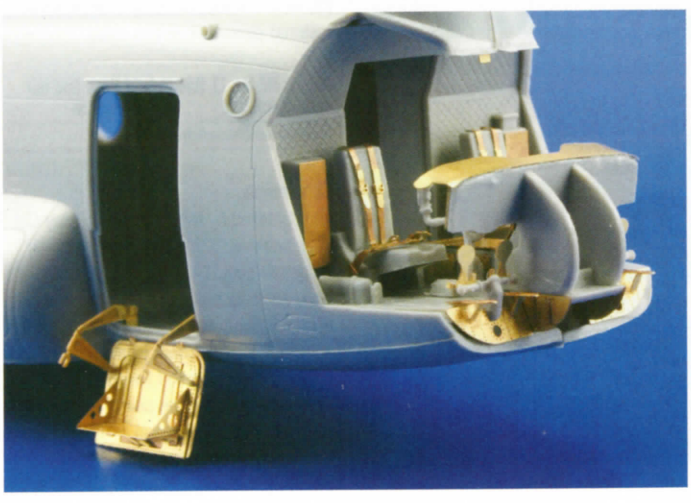
1/32

Bf 110C Mask
Product No: JX082 Price: £6.80
Designed For: Dragon kit

P-51D Mustang Mask
Product No: JX083 Price: £4.20
Designed For: Dragon kit

Me 262B-1 Schwalbe Exterior
Product No: 32210 Price: £13.15
Designed For: Trumpeter kit

P-47N Thunderbolt Exterior
Product No: 32211 Price: £18.40
Designed For: Trumpeter kit



P-47N Thunderbolt Undercarriage
Product No: 32215 Price: £15.80
Designed For: Trumpeter kit

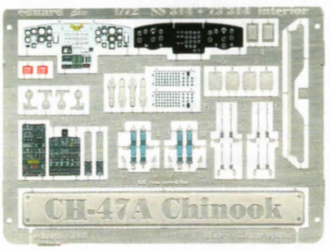
Me 262B-1 Schwalbe Wheel Wells
Product No: 32622 (Pre-Painted)
Designed For: Trumpeter kit Price: £15.80

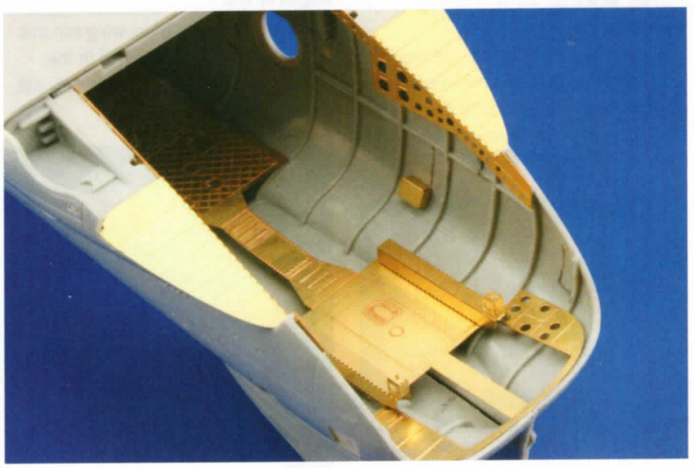
P-51B Cockpit Placards
Product No: 32625 (Self-Adhesive /Pre-Painted)
Designed For:Trumpeter kit Price: £7.99

Eduard are still going great guns in all scales. The Trumpeter Chinook interior is a real knockout, and I am now sitting here staring into the rear end of a Revell C-17 wondering if they will do something similar for what has proved to be an immensely popular kit.

Check out the range at www.eduard.cz, or buy from Hannants and LSA in the UK, or Squadron in the US.

SAMI





The Right Place

PLATZ

Received from Platz recently has been a very neat little colour etch set for the Mitsubishi F-2A. Manufactured in the Czech Republic by Eduard, the fret offers some nice pre-painted detail for the cockpit interior.

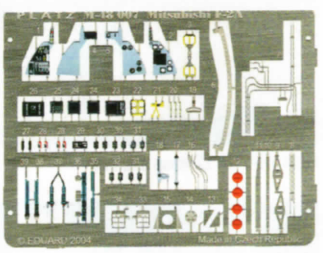
1/48

Mitsubishi F-2A
Product No: M-48007 Price: £TBC
Designed for: Hasegawa kit

Hannants carry a number of items from the Platz range, and may well stock this in due course. In the US Dragon USA carry Platz products, and the range can also be obtained via HobbyLink Japan.

In the meantime check out www.platz-hobby.com

SAMI



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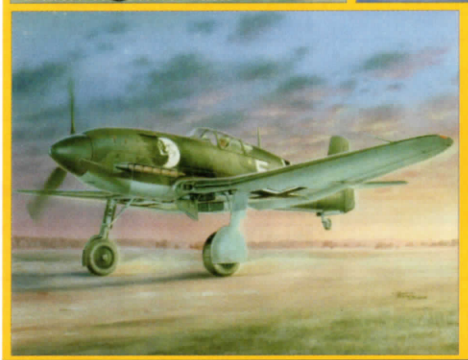

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Form a Q

CMK / Quick & Easy

This month we have a mix of sets. Some are from the conventional CMK line in their familiar yellow packaging and some from the recently introduced Quick and Easy range in the new green packets, and with a Q in the product code. Both feature high quality resin with detailed instructions on items like the engine sets to insure correct assembly.

1/72

Lancaster Mk.I/III Wheels
Product No: CMK-Q-72047 Price: £T.B.C
Designed for: Revell

Lancaster Mk.I/III Wheels

Bristol Pegasus II Engine

1/48

LA-7 Control Surfaces
Product No: CMK4201 Price: £11.01
Designed for: Eduard

Bristol Pegasus II Engine
Product No: CMK4202 Price: £9.64
Designed for: Various

Pratt & Whitney R-2800 Engine
Product No: CMK4205 Price: £TBC
Designed for: Various

Spitfire Mk IX Wing Armament Covers 3 Types
Product No: CMK-Q-48042 Price: £2.92
Designed for: Hasegawa

Spitfire Mk.IX Wing Armament Covers 3 Types

Type 99 Model 1 Japanese 20mm Flexible Cannon
Product No: CMK-Q-4804 Price: £2.92
Designed for: Various

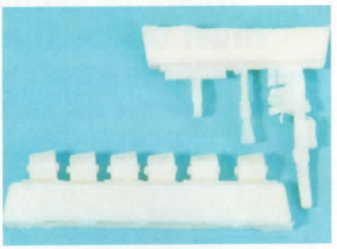
Walrus Wheels
Product No: CMK-Q-48050 Price: £2.92
Designed for: Classic Airframe

Conclusion

I like CMK resin sets as unlike some of their rivals the instructions include a painting guide, and their new budget range can supply that added detail modellers like without breaking the bank.

UK Importer is Hannants, and Squadron carry the range in the US.

● SAMI



Type 99 Model 1 Japanese 20mm Flexible Cannon

Walrus Wheels

Quick Tricks

QUICKBOOST

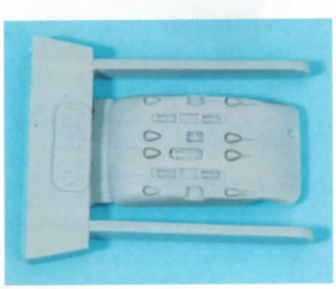
This month's Quickboost releases include more of their beautifully cast realistic exhaust pipes and detailed gun barrels, plus a selection of simple conversions to make your model look that little bit different from the rest.

1/72

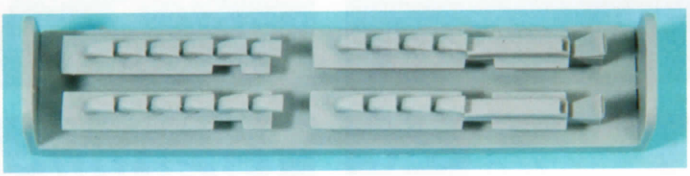
Junkers Ju 88G-6 Radar FUG240 'Berlin' long version
Product No: QB72177 Price: £3.65
Designed for: Hasegawa

Junkers Ju 88G-1 gun barrels MG 151/20
Product No: QB72178 Price: £2.80
Designed for: Hasegawa

Liberator GR Mk V 'Dumbo' Radar



ETC 500 Rack for Bf 110



Junkers Ju 88A-4 exhaust

Liberator GR Mk V 'Dumbo' Radar
Product No: QB72179 Price: £3.65
Designed for: Hasegawa

ETC 500 Rack for Bf 110
Product No: QB72180 Price: £3.65
Designed for: N/A

Ilyushin Il-2 exhausts
Product No: QB72181 Price: £2.80
Designed for: Academy

Il-2 Stormovikl gun barrel and pitot tube
Product No: QB72182 Price: £2.80
Designed for: Academy

MiG-28A Fulcrum correct nose
Product No: QB72183 Price: £3.65
Designed for: Italeri

1/48

Wellington fuel outlet pipe - opened flaps
Product No: QB48217 Price: £3.60
Designed for: Trumpeter

Junkers Ju 88A-4 exhaust
Product No: QB48218 Price: £4.99
Designed for: Dragon/Revell

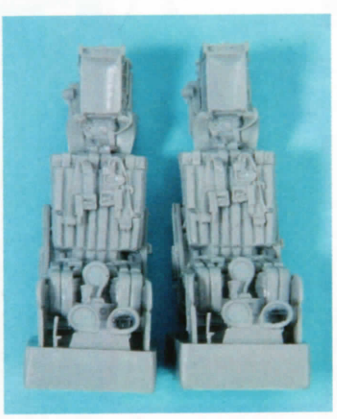
Messerschmitt Bf 109G-6 gun barrels
Product No: QB48219 Price: £3.60
Designed for: Hasegawa

Junkers Ju 88G-6 Radar FUG240 'Berlin' long version
Product No: QB48220 Price: £
Designed for: Dragon

Junkers Ju 88G-6 gun barrels MG 151/20
Product No: QB48221 Price: £4.99
Designed for: Dragon

A-4E/F Skyhawk gun barrels
Product No: QB48222 Price: £3.60
Designed for: Hasegawa

F-14A/B Ejection Seats with safety belts
Product No: QB48223 Price: £6.60
Designed for: Hasegawa



F-14A/B Ejection Seats with safety belts

Junkers Ju 88G-6 Radar FUG240 'Berlin' long version

1/32

Messerschmitt Bf 109G camera
Product No: QB32044 Price: £4.99
Designed for: Hasegawa

Su-27 Flanker B pitot tube
Product No: QB 32 045 Price: £3.60
Designed for: Trumpeter

Conclusion

As with all Quickboost releases these castings need virtually no cleaning up and in most cases they just replace the corresponding kit part. If you want to add better detail to your model without spending a lot, check out this range at both branches of Hannants and LSA models.

● SAMI

Messerschmitt Bf 109G camera

X-33, X-34, X-37A, X-40A, X-42 RLV set

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AC72007C	Nimrod FIN, SCP Intake & Nose Wheels (Airfix)	£ 4.95
AC72008C	Fairey Gannet Wingfold (Revell)	£ 14.95
AC72009C	SC9 Canberra Conversion - Includes Decals (XtraKit)	T B C
AC48003C	Wellington Mk II C full conv. - Inc. Decals (Trumpeter)	£ 18.95
AC48004C	Wellington Mk I, II, III 4000lb bomb & bay (Trumpeter)	£ 7.50
AC48005C	4000lb Cookie bombs (2 x bombs supplied)	£ 4.50
AC48006C	Meteor NF MK12 Nose & Tail	£ 6.50
AC48007C	Meteor NF MK11 Nose & Tail	£ 6.50
AC48008C	SC9 Canberra Conversion - Includes Decals	T B C
AC488F	Early 1960's RAF Aircrew - 2 x Figures	£ 9.50
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Decals

Good PR

ALLEY CAT

Alley Cat have released two decal sheets to complement their conversion sets for the Trumpeter Wellington and the Classic Airframes Meteor. Also issued in both 1/72 and 1/48 is a sheet that supplies markings for the Canberra PR.9 for the new Xtrakit and Airfix kits. This covers the Grey/Green over Light Grey camouflage used in the 80s through the hemp over Light Grey scheme to the final overall grey colours. A nice option is for an aircraft half way through the painting process with the rear sections in the final scheme and the front in Hemp. The decals supply all the major markings but stencils will have to come from the kit decal sheet.

1/72

ACD72002 EE/BAC Canberra PR.9

1. English Electric Canberra PR.9, XH135, 39 (1 PRU) Squadron, 1980s
2. English Electric Canberra PR.9, XH135, 13 Squadron, 1989
3. English Electric Canberra PR.9, XH135, 1 PRU, 1989
4. English Electric Canberra, PR.9, XH135, 39 (1 PRU) Squadron, 2002
5. English Electric Canberra PR.9, XH135, 39 (1 PRU) Squadron, 2006
6. English Electric Canberra PR.9, XH135, 39 (1 PRU) Squadron, 2006

1/48

ACD48002 EE/BAC Canberra PR.9

Exactly the same as listed above for 1/72.

ACD48003 Gloster Meteor NF.11/12

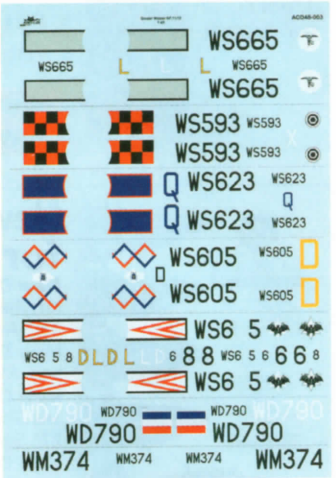
1. Gloster Meteor NF.12, W5685, D of 153 Squadron, RAF, RAF West Malling 1957
2. Gloster Meteor NF.12, W5665, L of 153 Squadron, RAF, RAF West Malling 1957
3. Gloster Meteor NF.12, W5665, L of 25 Squadron, RAF RAF Waterbeach 1958
4. Gloster Meteor NF.12, WSS593, Q of 72 Squadron, RAF, RAF Church Fenton 1956
5. Gloster Meteor NF.12, W5605, D of 64 Squadron, RAF, RAF Duxford 1957
6. Gloster Meteor NF.12, WS593, X of 85 Squadron, RAF, RAF Church Fenton 1957
7. Gloster Meteor NF.11 (Hybrid), WD790 of Royal Radar Establishment, RRE Pershore, August, 1974
8. Gloster Meteor NF.11, (Hybrid), WD790, of Royal Aircraft Establishment, Farnborough, August 1981
9. Gloster Meteor NF.11 (Modified), WM374 of 6 Joint Services Trials Unit, RAF, Woomera, Australia. Blue Sky Missile Trials 1988-1987

ACD72002 EE/BAC Canberra PR.9

ACD48004 Vickers Wellington Mk II

ACD48004 Vickers Wellington Mk II

1. Vickers Wellington Mk II, W5442, BU.V of 2145 Squadron, RAF Stradishall, November 1941
2. Vickers Wellington Mk II, W5381, PH.W of 12 Squadron, RAF Binbrook, 1942
3. Vickers Wellington Mk II, W5566, SM.H of 305 (Polish) Squadron, RAF Lindholme, November 1941
4. Vickers Wellington Mk II, W5567, SM.M of 305 (Polish) Squadron, RAF Lindholme, December 1941
5. Vickers Wellington Mk II, Z8524, U of 104 Squadron, RAF, Western Desert, Egypt, 5 November 1942



ACD48003 Gloster Meteor NF.11/12

Conclusion

These decals are well printed and supply an interesting selection of colour schemes, my favourites being the Raspberry ripple Meteors and all of the Merlin-engined Wellington schemes – now if only we could have those in 1/32!

Check the full fascinating range at www.a2zeemodels.com.

● SAMI

Hot Crosses

KITS-WORLD

Only one sheet from Kits-World this month following on from their initial 1/32 P-47 sheets reviewed in our October issue. The new sheet addresses one of the problems with many kits sold in Europe, where displaying or selling images of the Swastika are sensitive or illegal.

1/72 **1/48** **1/32**

KW1724832 Swastikas

Price: £6.84

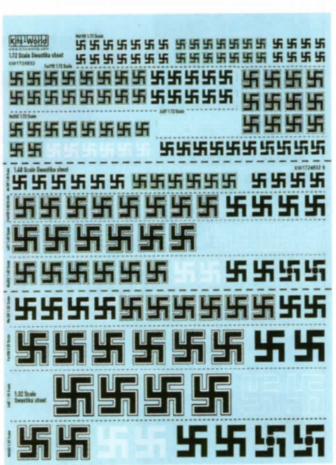
This sheet supplies a selection of different style Swastikas in all three scales for four single engine types, the Bf 109, Fw 190, Me 262 and Ju 87, though of course the decals can be used on many other single-engine types and the smaller twins.

Conclusion

Just like the previous P-47 sheets it is printed on a slightly thicker and glossier sheet than most aftermarket decals, being similar to those supplied in a Tamiya kit. I am sure this new sheet will be welcomed by many Luftwaffe modellers as in total you have over 160 various sized Swastikas to choose from.

You can visit the website at www.kits-world.co.uk to see the full range, and both this and the preceding P-47 sheets are now available to order from Hannants.

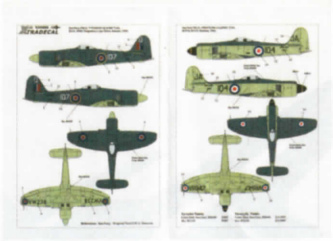
● SAMI



Big Spinners

XTRADECAL

Xtradecal have kept the wheels turning recently, with little advance notice of sheets coming out. Latest is in the big scale, and will be very welcome too.



1/32

X32008 Hawker Sea Fury FB.11

1. Sea Fury FB.11 VW238 802 NAS, RAN, *HMS Vengeance*, Cape Town January 1949. Extra Dark Sea Grey over Sky, with top colour extending over fuselage sides
2. Sea Fury FB.11 VR947 1831 RNVR, RNAS Stretton 1951. Extra Dark Sea Grey over Sky

This sheet includes all individual and national markings for two aircraft.

Correction

Please note, our review of the Xtradecal C-17 sheets had the product numbers reversed. Thus, to set the record straight, they should be as follows:

X44005 C-17A Globemaster III USAF £7.82
X44006 C-17A Globemaster III Export £6.84

We apologise for any inconvenience caused by this mistake

SAMI

Mucchi Macchi

SMALL WORLD ACC.

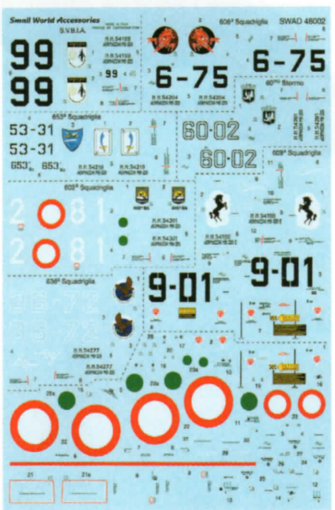
This Italian company has just supplied us with their latest decal release, designed for the Macchi MB 326 kit originally released by Esci and reissued recently by Italeri.

All of the options are in the overall Orange colour scheme, though it is noted on some options that this has faded from the original vivid colour. Some of the options are liaison aircraft so carry the makings of some famous fighter squadrons.

1/48

SWAD-48003 Aermacchi MB.326
Designed for: Esci/ Italeri
Price: TBC

1. MB.326 60mo Stormo Foggia Amendola
2. MB.326. 636a Squadriglia Collegamenti (636th Liaison Squadron) 36o Stormo (Gioia del Colle (Bari) June 1988
3. MB.326E 609a Squadriglia Collegamenti (609th Liaison Squadron) 9o Stormo Graz anise (Caserta) October 1983
4. MB.326 602a Squadriglia Collegamenti (602nd Liaison Squadron) 2o Stormo Treviso-S.Angela August 1989
5. MB.326 653a Squadriglia Collegamenti (653rd Liaison Squadron) 53o Stormo Cameri (Novara) around 1986
6. MB.326 606a Squadriglia Collegamenti (606th Liaison Squadron) 6o Stormo Ghedi (Brescia) May 1994
7. MB.326 Scuola Volo Basico Iniziale (Flight Training Squadron) Galatina (Lecce) around 1970



Conclusion

These decals are well printed by Cartograf and the instructions supply four-view colour profiles that clearly show the position of all the decals. The only downside is that there is no UK importer of this range but thanks to the wonders of the World Wide Web you can order this and many other Italian-orientated modelling products from www.Mondoridotto.it or by phone on 050 934257. By post they can be contacted at Mondoridotto di Mario Bartoli, Via Arno, 25, 56011 Calci-PI, Italy.

SAMI

A Texan takes Time

ISRA DECAL

A bit of a break from Isra's normal subject matter with the release of a 1/144 sheet for El-Al Boeing 737-800s in their latest colour scheme. We also revisit the Mosquito, which subject has been covered before but with more information available we now have more nose art options and some changes to the colour schemes. In 1/72 we also get a selection of Harvards, not a front line type but certainly very important for the development of the Israeli Air Force during the 50s and 60s.

IAF-72 Mosquito

1/144

ISL-1401 El-Al Boeing 737-800

This sheet provides markings for seven aircraft, four of which are illustrated with full colour side profiles. Two different styles of fuselage bands are supplied and one aircraft carries special markings for the Beijing Olympics.

1/72

IAF-73 Mosquito & Texan/Harvard

This sheet provides a number jungle so you can produce just about any Mosquito or Harvard that has served with the IAF. No fewer than forty-four black and white photographs are supplied to support the 16 options illustrated with colour profiles.

The profiles cover the following aircraft:

1. Mosquito T Mk 3, two options both in overall yellow with either black or red rudder and spinners
2. Mosquito NF Mk 30, one option overall black
3. Mosquito FB Mk 6, three options in silver dope with black or red spinners and rudders and various nose art including some with Disney characters
4. Mosquito TR Mk 33, one option silver dope with rudder and spinner
5. Mosquito PR Mk 16, two options, one in silver dope, the other in a blue/brown/light grey colour scheme with yellow and black stripes around the wings and fuselage

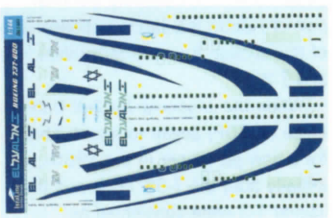
For the Harvard/Texan section the profiles illustrate different time periods and the evolution of the type's colour schemes.

1. 1948, green and brown camouflage over light grey, white tail band and blue stripes
2. 1950, same camouflage as above with yellow trainer bands, but one option has a red cowling
3. 1955, overall yellow with black glare shield
4. 1956, blue and brown camouflage over light grey with yellow/black wing fuselage and wing stripes
5. 1958, camouflage as above with large areas of yellow added to wing tips, cowlings and tail section

1/48

IAF-72 Mosquito

This sheet provides all the Mosquito options found on the 1/72 sheet listed above.



ISL-1401 El-Al Boeing 737-800

IAF-73 Mosquito & Texan/Harvard

Conclusion

As always the instructions are miniature reference books that not only clearly show where to position the markings but also include reference photographs of the real aircraft, with the text being very informative and worth keeping after you have completed your model.

Isra's full range can be obtained via www.isradecal.com, alternatively Hannants and the Aviation Hobbyshop in the UK normally stock Isra decal sheets.

SAMI

Modellers Profile

No 19

in association with HobbyLink Japan

Blitzspears

Mitsubishi's Supersonic Pair

by Jack Trent

If the purpose of the *Modeller's Profile* is to provide inspiration, and to stimulate interest in less obvious subjects, while at the same time providing interesting and eye-catching articles for the general reader, than surely there can be no better subject to celebrate the final part of HobbyLink Japan's sponsorship of this section than the Mitsubishi F-1 and T-2?

When the Japanese Air Self-Defense Force (JASDF) began to search about for a new jet trainer in the 1960s, initially both the T-38 Talon and the Jaguar T-2 were considered as options. The requirement for a parallel design strike fighter prompted similar interest in the Northrop F-5 and the single-seat Jaguar, with the latter in particular prompting some interest, but ultimately a number of factors both political and financial led the Japanese to come up with their own programme.

Clearly the T-2, at least, owes something to the Jaguar as a design, and given the almost identical operational requirements that both aircraft were designed to support, it is scarcely surprising that there are some similarities, although one major difference is that the Japanese machine had no requirement for rough-field operations built into the design, so the undercarriage is less robust, while the overall appearance is more slender and possibly less rugged than the Cold Warrior that seems to have been its inspiration.

This unarmed F-1 sports the typical tactical camouflage scheme seen on combat types

several other Japanese aviation firms obtained substantial subcontracts as well, and a preliminary mockup was unveiled in April 1968. The initial XT-2 airframe performed its first flight on 20 July 1971, and was followed by three more prototypes, going on to become the first aircraft of Japanese design to break Mach 1 in level flight.

The T-2 entered JASDF service in 1975 with ninety production aircraft built, including 28 unarmed machines designated T-2Z, (*Zenkigata* or 'early type') and 62 armed T-2Ks, (*Kokigata* or 'late type') although these variants are also referred to as T-2A and T-2B respectively. An additional two T-2(Z)s were built and modified for the S-FX / F-1 strike fighter program.

Like the latter day Luftwaffe, the JASDF is conscious of its history, and does not stint when it comes to special markings and heraldry

A pair of F-1s gets airborne. Note the missile rails on the wingtips and the fairing over what would be the rear cockpit on the T-2

The initial concept was designated T-X for the supersonic trainer – a perceived requirement given the JASDF's operation of both the F-104J and the F4-EJ – and SF-X for the single-seat strike derivative.

Fuji, Kawasaki, and Mitsubishi submitted proposals in early 1967, with the Mitsubishi design selected as the winner in September 1967. Fuji was to be a major subcontractor, and

Equipment for the T-2(K) included a Mitsubishi Electric J/AWG-11 search and ranging radar in the nose, similar to that fitted to the AN/AWG-11 fitted to the Royal Navy's Phantom FG.1. Armament included a General Electric M61 Vulcan 20-millimetre six-barrelled Gatling-type cannon, license built in Japan as the JM61 and mounted on the left side of the fuselage, under the cockpit. The T-2

Two fuel tanks on the inner wing pylons – a typical load for a peacetime F-1 sortie

'Now though you'd have said that head was dead
For its owner dead was he,
It stood on its neck, with a smile well-bred,
And bowed three times to me!'

had four underwing hardpoints, and could carry wingtip launch rails for Sidewinder air-to-air missiles. An external bombload of up to 2,000kg could be carried, although the usual stores configuration was two 821 litre fuel tanks.

The T-2 provided the JASDF with a first rate supersonic trainer up until 2006. T-2s were used as operational trainers, carrying similar camouflage schemes to the F-1s, as well as in the aggressor role, in which they impersonated various potential enemies such as the MiG-21, although the F-15DJ ultimately took over these duties.

Six T-2(K)s were used by the JASDF

The sharp end of a F-1 shows the cannon to good effect, as well as a closer look at the blanked-off rear cockpit

carrying out conversion training, while the primary trainer replacing the T-2 has been the Kawasaki T-4, another attractive design well worth a closer look by modelers with an interest in modern jets.

Modellers unfamiliar with postwar Japanese military aviation might be surprised to learn of the variety to be found in this rich modelling seam, and with some of the world's most renowned manufacturers providing kits for their domestic market, it is a genre well worth exploring.

● SAMI

Photos via Andy Evans

Blue Impulse display team markings are unmistakable on this T-2

Blue Impulse (*Sengi Kenkyuhan*) display team. Originally formed in 1960 with six F-86 Sabres, the team switched to the Mitsubishi T-2 in 1980 and then the Kawasaki T-4 in 1995.

The F-1 is the strike derivative of the T-2(K), with identical dimensions and almost identical performance, the only major visual difference being that the T-2's rear cockpit is faired over and acts as an avionics bay. Minimal changes were made to the T-2 airframe to get the aircraft into service both quickly and cheaply. The F-1 featured the same engines and armament options, but has an additional centerline pylon, which can carry a third external tank. The primary role envisaged for the type was anti-shipping attack, with a typical load-out of two drop tanks, two ASM-1 anti-shipping missiles, and possibly one AIM-9L Sidewinder AAM on each wingtip launch rail for self-defence. The F-1 can also carry 70 millimetre and 125 millimetre unguided rocket pods, as well as iron bombs and cluster bombs, with a maximum external load of up to 2,720 kilograms (6,000 pounds). The F-1 entered service in April 1978, with 77 machines built. The fleet was upgraded with an improved radar beginning in 1982, and in the mid-1990s the ASM-1 missile was replaced by the ASM-2 derivative, and a service-life extension program increased the F-1's airframe life from 3,500 to 4,000 hours.

Both the F-1 and the T-2 have now been replaced. The F-16 derivative, the F-2 taking over the strike role, with its two-seat variant, the F-2A

General Characteristics (T-2)	
Crew:	Two
Length:	17.9 m (58 ft 9 in)
Wingspan:	7.9 m (25 ft 11 in)
Height:	4.4 m (14 ft 5 in)
Powerplant:	2× Ishikawa-Harima TF40-801A afterburning turbofans
Maximum speed:	1,700 km/h (1,060 mph, 920 knots) at altitude
Range:	2,590 km (1,610 mi, 1,400 nm)
Service ceiling:	15,200 m (50,000 ft)

An 'armed' T-2K. Note how sleeker and more dart-like the appearance is when compared to the Jaguar, which was designed for a more hectic environment

Most T-2s carried a pale grey trainer scheme in service. The similarities to the Jaguar are apparent in this view

General Characteristics (F-1)	
Crew:	One
Length:	17.66 m (57 ft 11 in)
Wingspan:	7.88 m (25 ft 10 in)
Height:	4.39 m (14 ft 5 in)
Powerplant:	2× Ishikawa-Harima TF40-801A turbofan, 32.4 kN (7,280 lbf) each
Maximum speed:	1,700 km/h (1,060 mph)
Range:	1,130 km (705 mi)
Service ceiling:	15,250 m (50,020 ft)

www.hlj.com HobbyLink Japan

Japanese Jaguar

by Samantha Scoles

The Mitsubishi F-1 is Japan's first domestically developed jet fighter, and was the first fighter to enter production in Japan since the end of World War II. Mitsubishi and Fuji Heavy Industries jointly developed the F-1, which evolved from the earlier Mitsubishi T-2 supersonic jet trainer. To create the F-1, engineers simply removed the rear seat and faired over the canopy, using the empty space for avionics. At first glance, it resembles the French/Anglo SEPECAT Jaguar, but was a completely independent Japanese effort.

TECHNICAL DATA

Mitsubishi F-1

Scale: 1/48 Price: £24.46

Kit No: 09790

Type: Injection Moulded Plastic

Manufacturer: Hasegawa

Kit Supplied by HobbyLink Japan

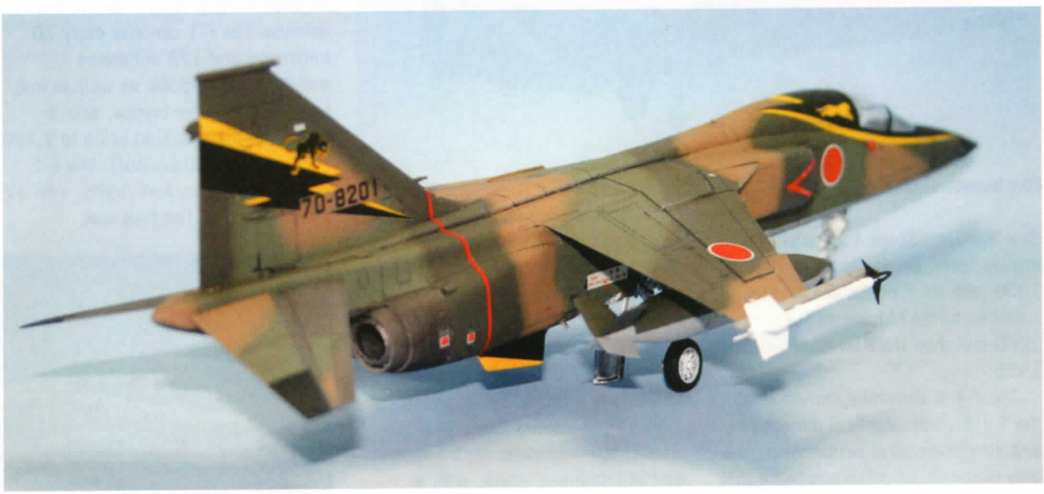
Construction

On opening the box you are greeted by fourteen grey sprues, two clear, four poly caps, a comprehensive decal sheet and foldout instructions. Construction is split up into eleven stages and stage one starts with the pilot, ejector seat and cockpit. All of the cockpit and seat parts were painted Tamiya XF-53 and the instrument decals were used. Small details were picked out on the seat and then the entire cockpit was subtly weathered. One point to note is that you need to decide if you are having the canopy up or down as the hydraulic arm is part of the seat assembly. Due to the cockpit and seat being a little sparse I decided to use the pilot figure (a first for me) and opted for a closed canopy.

Stages two and three deal with the mating of the fuselage halves. This also involves sandwiching the cockpit and poly caps for the tailplane and attaching the engine intakes and the part for the spine that blanks off the second seat area. Construction and the fit of parts here is excellent except for the nose cone which comes in two halves, and the tip of the fin (part J1), which has no location pins, so care should be taken to ensure correct alignment. Stages four and five concentrate on the attachment of the wing halves and the underside of the fuselage, and again the fit is outstanding and I only had to use a small amount of filler on one corner edge of the rear fuselage.

I have to applaud Hasegawa's design for the aerials here. Pieces are provided with a base area that locates into a larger than normal hole. This gives a much stronger bond to the fuselage and despite my sometimes ham-fisted approach to modelling I didn't lose any aerials (another first for me).

The rest of the build stages deal with the undercarriage and armament so I'll deal with these after painting. The last stage (eleven) is attaching the canopy and this was duly done and masked ready for painting.



Painting

Once the canopy was masked I primed the model with Halford's Grey Primer and checked for any flaws. Once I was happy the natural metal areas near the exhausts were sprayed with Alclad II Steel. The undercarriage and airbrake bays were sprayed with Halfords White Primer followed by their Gloss Appliance White (both decanted and then airbrushed). I also sprayed any other white parts, the undercarriage legs for example, while I had the paint loaded.

Next was the camouflage scheme, and this is where I hit a snag as the colours called out are only available from the Mr Color range and after hours of researching on the net I could not find a suitable conversion. I opted to use the custom SEA Scheme that I used on an A-1 Skyraider last year. These seem to match the box art closely but not the picture of the built kit on the side. First I sprayed a base coat of Tamiya XF-52 mixed with Tamiya Flesh XF-15 and Tamiya White XF-2. This was followed with the light green which was a custom mix of Tamiya Olive Green XF-58 mixed again with Tamiya Flesh XF-15 and Tamiya White XF-2. Finally the Dark Green was Tamiya XF-61 Dark Green.

Once these had dried I masked the camouflage off and sprayed the underside with Tamiya XF-19 Sky Grey. All the masking (except for the canopy) was removed and three coats of Johnson Klear/Future followed to allow a solid gloss base for the decals.

Decals are provided for pretty much any serial of the 77 aircraft that are in service. The main decals give options for five aircraft from 8th SQ 3rd AW JASDF. at the ACM Meet in 1995, while the other options are for 6th SQ 8th AW Tsuiki AB and 3rd SQ 3rd AW Misawa AB.

The decals settled down really well with only a small amount of setting solutions needed for curved areas. After drying overnight they were sealed with another coat of Klear/Future ready for weathering, and for this I used Pro Modellers Dark Wash for the exterior of the kit and a thinned wash of Paynes Grey oil paint for the undercarriage bays. Finally a coat of Testors Dull Coat followed to matt everything down.

Finishing Touches

Stages six through eight concentrate on the airbrakes, undercarriage and exhausts, which were painted accordingly and attached. Stages nine and ten are for the armament, and all Hasegawa provide are two drop tanks, two Sidewinders and a CBLS-200 Dispenser for the centreline. They do suggest that you *'combine this model with abundant weapons, support vehicles and figures available from 1/48 Aircraft in Action Series to make realistic dioramas'* and they also include a chart of what weapon can be carried on each pylon. The items provided were all painted their respective colours and attached as well.

Conclusion

I thoroughly enjoyed building this kit, it looks good out of the box, but I would suggest if you want the canopy open you may want to invest in the Eduard Etch set or a Resin Seat. I like the way of attaching the aerials and hope Hasegawa continue with this method. The colours required can be offputting but I'm happy with my custom paint scheme and would highly recommend it if you fancy doing a 'Japanese Jaguar.'

● SAMI

www.hlj.com HobbyLink Japan

Mitsubishi F-1

20-8264, 6 Hikotai, Japanese Self Defense Air Force, Ashiya Air Base, Japan

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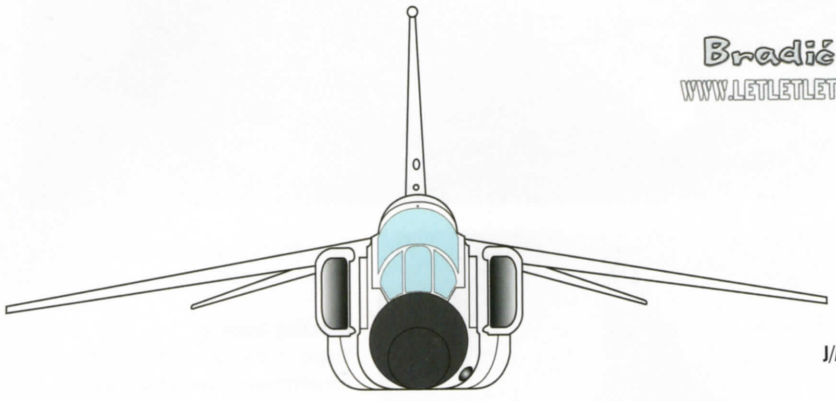
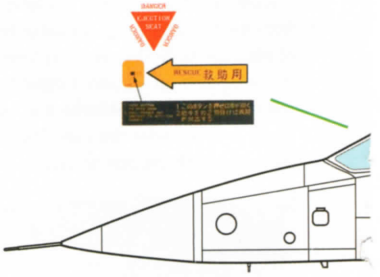
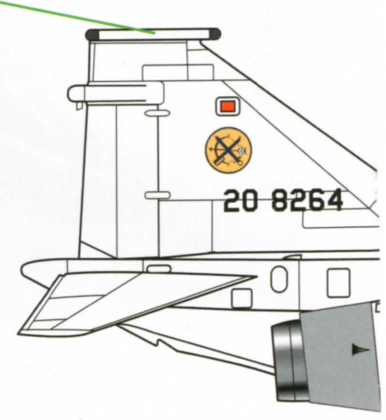
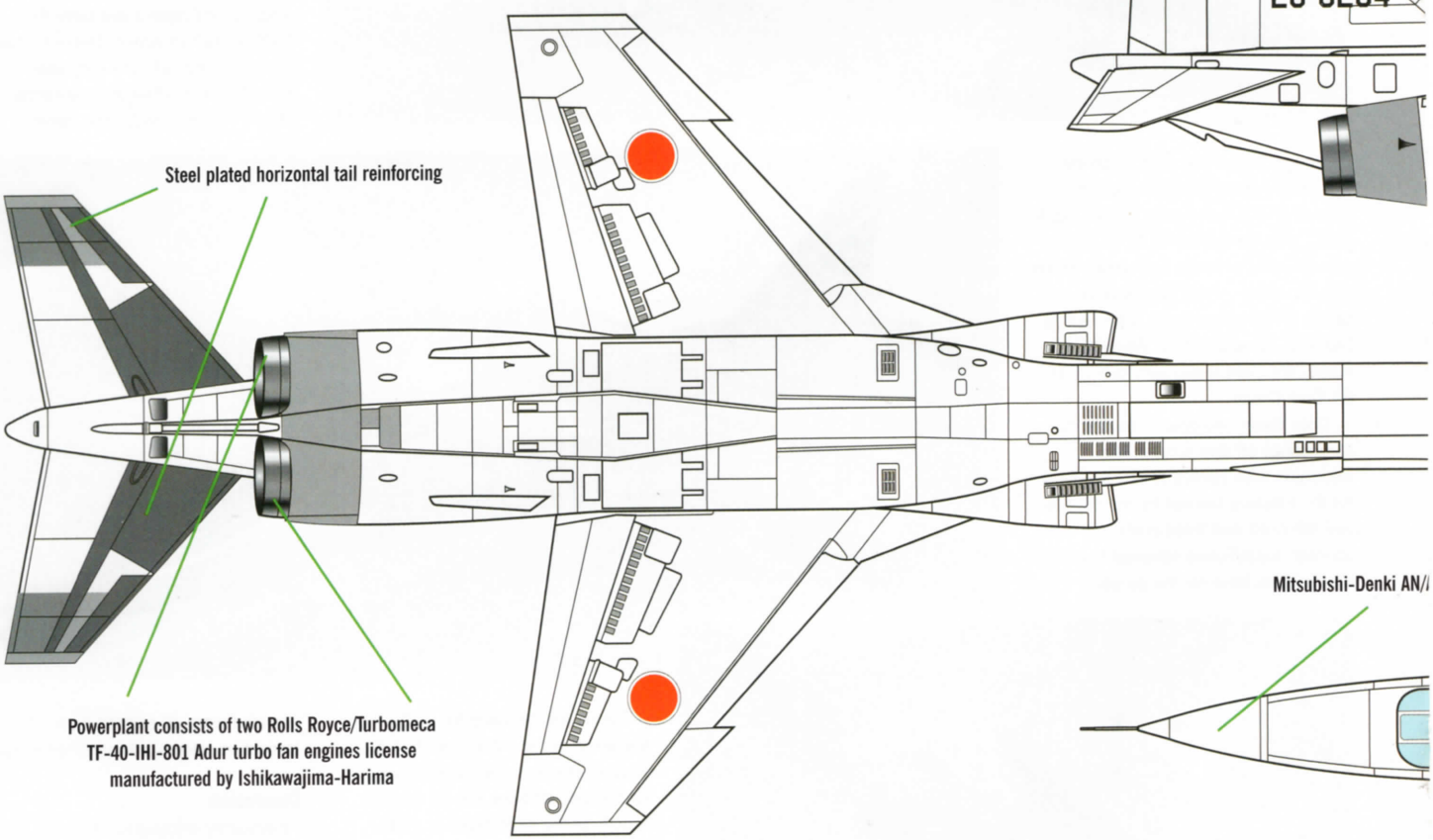


Mitsubishi-Denki AN/AWG-12 radar housing in nose cone. Other electronics include Ferranti 6TNJ-F INS navigation system and Thompson CSF Head Up Display



J/APR-3 radar warning receiver on tip of vertical fin





Steel plated horizontal tail reinforcing

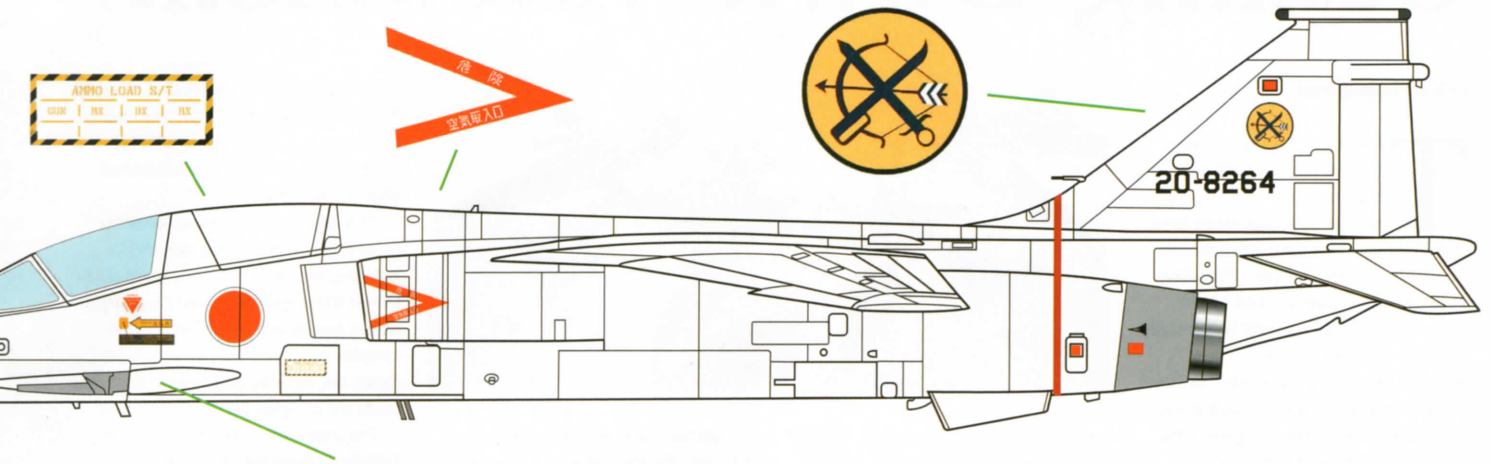
Powerplant consists of two Rolls Royce/Turbomeca TF-40-IHI-801 Adur turbo fan engines license manufactured by Ishikawajima-Harima

Mitsubishi-Denki AN/

Technical Data

Wingspan:	7.88m/25ft 10in
Length:	17.66m/57ft 11in
Height:	4.39m/14ft 5in
Wing Area:	21.18m2/227.98 sq ft
Max. speed:	1700km/h/ 1056 mph
Range:	1100 km

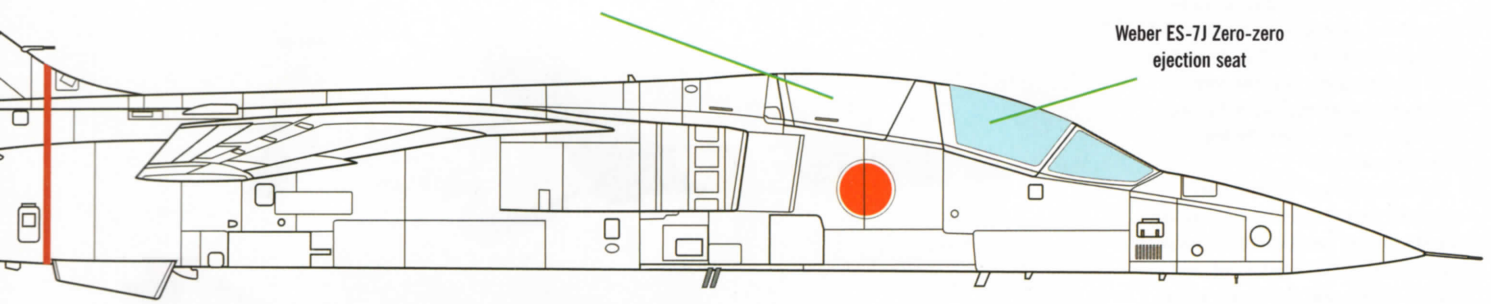
Special thanks to Katsuhiko Kurioka and Nico Braas for their invaluable help in preparation of this material

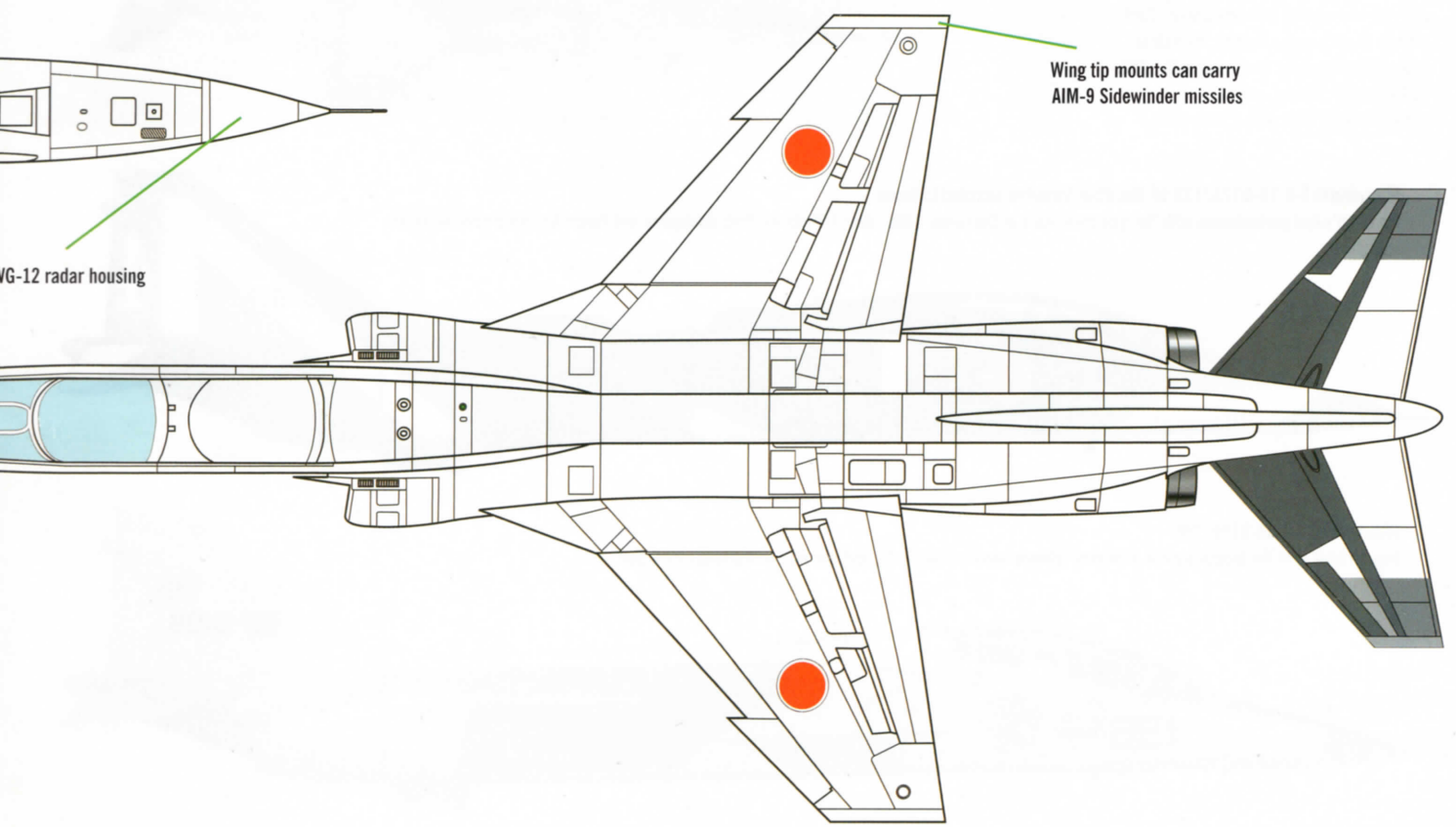


Port side-mounted Vulcan M-51 A1 30mm six barrel cannon with 750 rounds

Dorsal spine and fairing over rear cockpit aperture matches the aerodynamic shape of the T-2, with minimal changes made to construction and layout

Weber ES-7J Zero-zero ejection seat





Wing tip mounts can carry AIM-9 Sidewinder missiles

VG-12 radar housing

Scaling Down Mitsubishi

by Bruce Leyland-Jones

Those clever Japanese have been at this game for some time now and have seemingly reached the stage where even their tiny toys are actually scale models, (think Konami, for example). Platz have been producing quality 1/144 kits for ages, although they have not been readily available over here. In the toy/collectable/*Gashapon* market, we have the likes of Big Bird and F-Toys and you may have come across examples of the latter's work, stuck onto the covers of those Aircraft Partworks. Platz produced an easy-build, snap-fit version of their 1/144 kits and gave them to Chinese F-Toys, pre-painted, for the collectables market. Now Platz have re-issued them, stripped of paint, and with some rather smart decal schemes.

This review is for what is essentially the same kit, producing a single-seat F-1 and the dual-seat trainer T-2, depending upon the boxing you buy. The only difference between the two is that you paint over the rear canopy for the strike/fighter version.

As is increasingly common (and welcome) these days, each box contains two kits. I think this is wonderful because not only can you do a gear-down and gear-up version, you also have a better opportunity to take advantage of the colourful decal options supplied. There are not many parts to worry about. Each kit has twenty-seven in total, including four pieces moulded in clear plastic. This includes the canopy, which is commendably thin, and a nose cone, complete with pitot - apparently, the clear plastic is harder and better for moulding fine detail. The other two pieces are pilots.

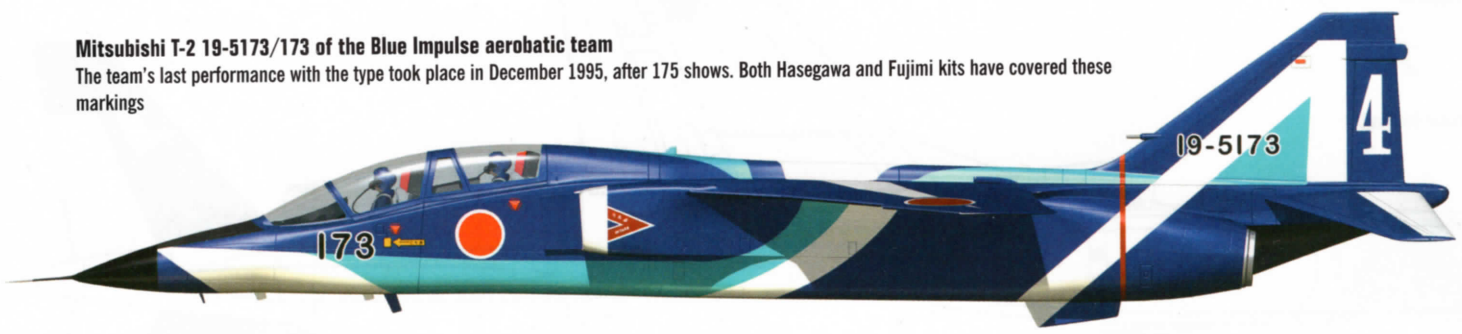
Now don't roll your eyes....these are fine. Initially, they look like those blobs moulded into the earlier Dragon kits, but they paint up nicely. Regardless of whether you've bought an F-1 or a T-2, you get two crewmen. Not only do you get crew, you also get a multipose stand, not too dissimilar from the Matchbox and Frog stands of old...only smaller.

Detail consists of very fine engraved lines. Whilst the undercarriage is finely moulded, the doors are not and purists may want to replace these with fine Plasticard. That said, the snap-fit nature of these particular kits allows you to swap and change your model from gear down, to gear up...so how cool is that? (My inner child is eleven and is well looked after, thank you very much).

Cartograf has produced an excellent decal sheet, in perfect register, and including all manner of tiny stencils. Each kit has three options, featuring commemorative liveries and consisting of quite complex colour schemes for which the decals are superbly designed, to accommodate the complex curves of the model.

The instruction sheet is in Japanese, but clearly illustrated. Paint call-outs, however, are a bit of a mystery. Rumour has it that they are Gunze Sangyo Mr.Color, although there are some apparent inconsistencies, (unless the JASDF aircraft really do have russet tyres). Some FS numbers are given, which helps.

Mitsubishi T-2 19-5173/173 of the Blue Impulse aerobatic team
The team's last performance with the type took place in December 1995, after 175 shows. Both Hasegawa and Fujimi kits have covered these markings



Mitsubishi T-2 89-5196/196
This aircraft is in the typical trainer pale grey scheme seen on most T-2s, and carries the markings for 6 Sqn

The Build

This truly is a snap-fit model and, with some pressure, the fuselage halves are joined together with no apparent gaps. Some might want to remove the large locating pins, but I suggest you try them first. The one-piece wing assembly is engineered to fit onto the fuselage and again, no serious gaps to speak of. Intakes are applied and these did have gaps. Whereas the other parts gaps could pass off as panel lines, these couldn't.

Note that the wings come with their pylons already moulded on, with large tabs for the fuel tanks. If you wanted other ordnance, I'm guessing that you'd have to trim these accordingly. They also benefit from a sanding down, to reduce their thickness.

The final stage sees the exhausts inserted, and these are secured by a large piece, with moulded ventral fins. Tailplanes have pins which fit snugly into holes and can be posed as you see fit.

Finally, the nose cone is fitted and there is a handy little diagram demonstrating its proper orientation.

Painting

Whereas you can find whole tomes devoted to the various green hues used by the Luftwaffe, colours for the modern JASDF were less easy to come by and I had to resort to some guesswork. The crew were a standard green, with red helmets and dark grey and black was used for the interior. The exterior light grey is FS26440, which equates to Humbrol 129, in a semi-gloss. This covers the undersides of the F-1 and the T-2 overall. Camouflage colours seemed to be matched with Humbrol 116 Matt US Dark Green and Humbrol 117 US Light Green. The brown shade was harder to determine and I was determined not to resort to the SEA combination. Besides, Humbrol 118 was too red. In the end, I chose Humbrol 71 Oak, and was pleased with the result.

Care had to be taken masking the canopies, as the demarcation for the framework was very subtle. This meant, of course, that the painted-over canopy of the F-1 didn't have framework showing through.

The decals allowed some rough handling, to be honest and, although they gave an initial impression of stiffness, they conformed just fine. I've heard Microsol and Microset work okay with these also.

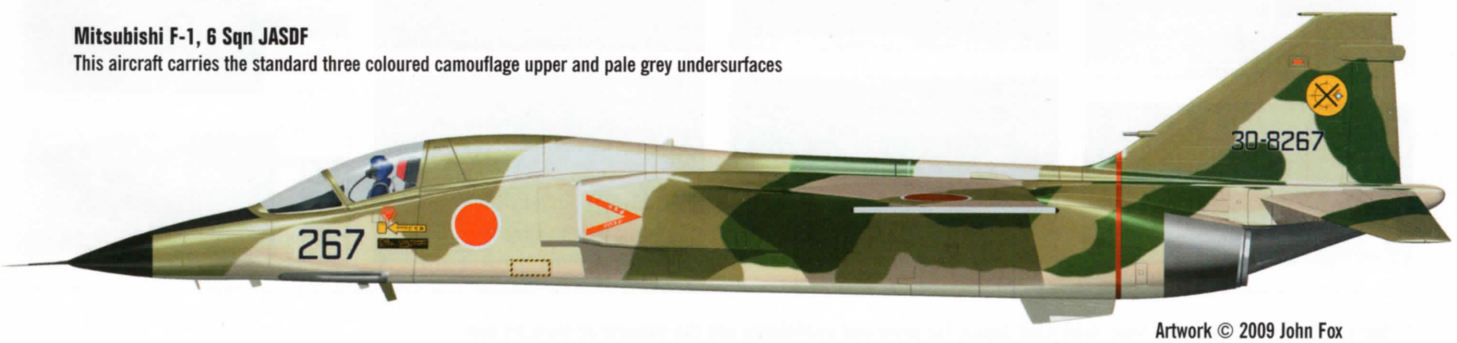
Conclusions

These are great little kits all round and they compare most favourably against their Platz 'proper model kit' cousins. They are good value, would make good entry level subjects, and in no time, you could have whole squadrons of F-1s and T-2s, in a wide variety of colourful schemes, taking up less room than one Airfix Nimrod.

SAMI

Mitsubishi F-1, 6 Sqn
Carrying JASDF 50th anniversary markings, a scheme covered by Fujimi's kit #32027

Mitsubishi F-1, 6 Sqn JASDF
This aircraft carries the standard three coloured camouflage upper and pale grey undersurfaces



Artwork © 2009 John Fox

Modelling the JASDF Duo

Japanese Jaguars

Kits

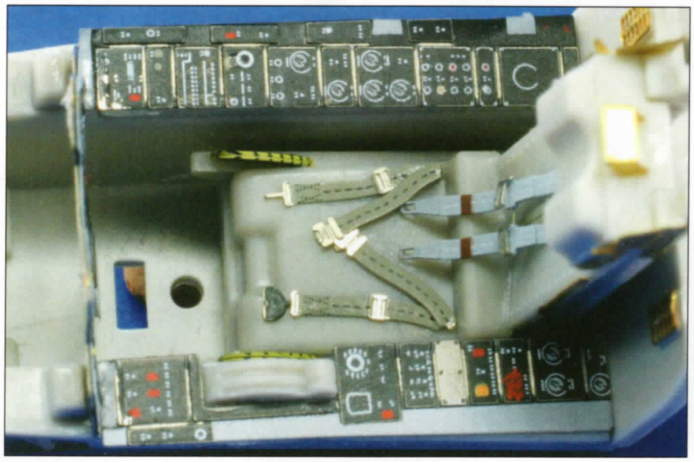
Considering the lack of coverage the type has received in the West, it will come as no surprise to the reader to learn that Japanese manufacturers monopolise product covering both the F-1 and the T-2. 1/144 is surprisingly well served these days, thanks to Platz and the reboxing of some of the neat *Gashapon* models as construction kits. These F-Toys reissues build up nicely, and a look at the MYK Designs site will reveal a wealth of spare decals for both types in the small scale. Kits and decals are unavailable in the UK, but HLJ stock both ranges. Arii also covered the F-1, and this was almost certainly the same set of parts as the older LS kit.

In 1/72 we have only Hasegawa to thank for the types, and these are periodically reissued with different markings. Likewise in 1/48, although Hasegawa's kits are joined in this scale by the Fujimi offerings, which are older, although still good basic kits. These kits appeared in the recent Fujimi catalogue, and UK importers ModelwholesaleUk inform us they expect to be carrying them early in 2009.

Please note that many of Hasegawa's releases are limited editions, varying only in the markings included, and that while availability of specific issues is so inconsistent, those listed here should not be regarded as definitive or necessarily available outside the second-hand market.

Arii #23316 1/144 Mitsubishi F-1 OOP
Fujimi #32016 1/48 Mitsubishi F-1 3 Sqn £TBC
Fujimi #32017 1/48 Mitsubishi T-2 22 Sqn (Red Phoenix) £TBC
Fujimi #32018 1/48 Mitsubishi T-2, 21 Sqn 20th Anniversary £TBC
Fujimi #32019 1/48 Mitsubishi XT-2 £TBC
Fujimi #32020 1/48 Mitsubishi T-2 22 Sqn £TBC
Fujimi #32022 1/48 Mitsubishi T-2 22 Blue Impulse £TBC
Fujimi #32024 1/48 Mitsubishi T-2 21 Sqn £TBC
Fujimi #32026 1/48 Mitsubishi T-2 JASDF 50th Anniversary £TBC
Fujimi #32027 1/48 Mitsubishi F-1 6 Sqn JASDF 50th Anniversary £TBC
Hasegawa #00178 1/72 Mitsubishi F-1 8 Sqn special scheme £TBC*
Hasegawa #00257 1/72 Mitsubishi F-1 3 Sqn special scheme £TBC*
Hasegawa #00359 1/72 Mitsubishi T-2 Aggressor £TBC8
Hasegawa #00647 1/72 Mitsubishi F-1 Air Combat Meet 1995 £TBC*
Hasegawa #09676 1/48 Mitsubishi F-1 6Sqn 40th Anniversary £TBC*
Hasegawa #09692 1/48 Mitsubishi T-2 CCV £19.99
Hasegawa #09721 1/48 Mitsubishi F-1 6 Sqn Senkyo Special £19.56
Hasegawa #09751 1/48 Mitsubishi F-1 3 Sqn special scheme £TBC*
Hasegawa #09796 1/48 Mitsubishi F-1 8 Sqn £24.46
Hasegawa #09819 1/48 Mitsubishi T-2 Early Version £23.48
Platz 1/144 PLZPF-07 Mitsubishi F-1 (2pcs) £TBC*
Platz 1/144 PLZPF-08 Mitsubishi T-2 (2pcs) £TBC*
Platz 1/144 PLZPF-13 Mitsubishi F-1 3rd Flying Group 2pcs £TBC*

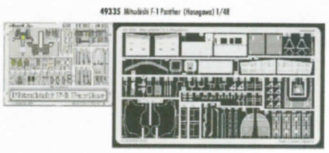
*** These items are all available from HobbyLink Japan. For price and availability see the website at www.hlj.com**

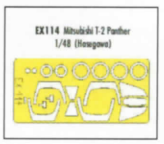


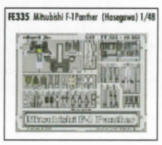
Accessories

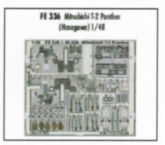
Very few accessories have been made for these types, although domestic Japanese producers may have further items in store, and it is worth keeping an eye on the HLJ website to see what companies like Fukuya may come up with in the future. Platz's weapons set is a nice touch in 1/144, and will combine with the Platz kits and MYK's decals to allow an impressive collection. Hasegawa have kitted sets of JASDF weapons in both 1/48 and 1/72 as well, and these will no doubt prove of use if they can be found.

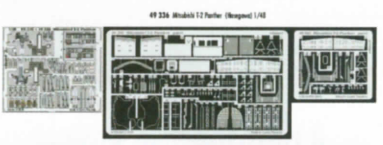
Eduard #49335 1/48 Mitsubishi F-1 pre-painted etched details £10.03
Eduard #49336 1/48 Mitsubishi T-2 pre-painted etched details £12.57
Eduard #FE335 1/48 Mitsubishi F-1 pre-painted etched details £3.90
Eduard #FE336 1/48 Mitsubishi T-2 pre-painted etched details £3.90
Eduard #EX0114/48 Mitsubishi T-2 paint masks £2.92
Eduard #EX0811/48 Mitsubishi F-1paint masks £2.92
Platz PLZPF-09 1/144 JASDF Weapons £TBC

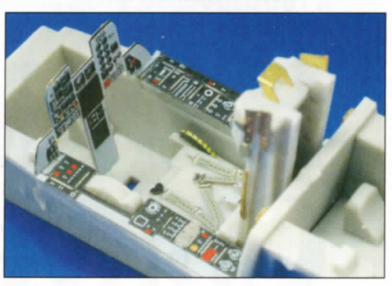


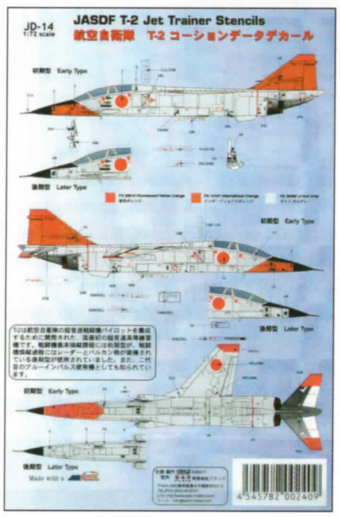








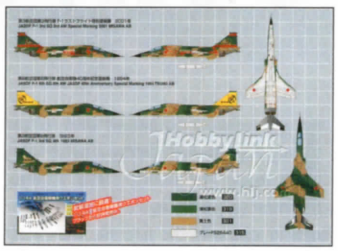


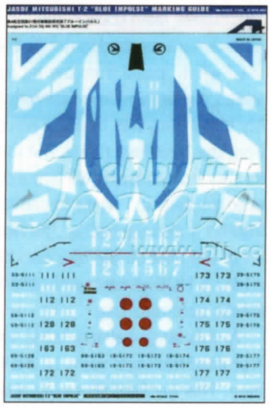


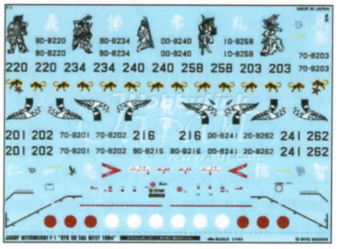
Decals

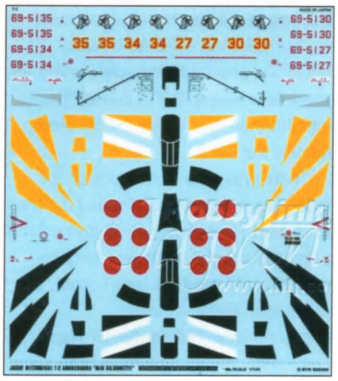
If anyone is going to come up with decals for the F-1 and T-2 in the larger scales, it is likely to be Platz. In the meantime only 1/144 benefits from the astonishing MYK range.

Platz PZJD14 1/72 Mitsubishi T-2 Jet Trainer Stencil £10.62
MYK Design #06183 1/144 Mitsubishi T-2 Blue Impulse £TBC*
MYK Design #06217 1/144 Mitsubishi T-2 MiG Silhouette £TBC*
Items marked * can be sourced from HobbyLink Japan









References

- World Air Power Journal

Focus Aircraft: Mitsubishi F-1 Vol 23
Publisher: Aerospace Publishing Ltd
ISBN: 9781874023647

- Famous Airplanes of the World No. 117

Mitsubishi F-1
Japanese Text

*** These items are all available from HobbyLink Japan. For price and availability see the website at www.hlj.com**

BY BILL CLARK

A retrospective project

Harrier GR.1 Conversion

I was totally mesmerised when I saw my first Harrier display – most likely at Biggin Hill around 1976. At that impressionable age I fell head-over-heels in love with the aircraft, and I just had to get my hands on a Harrier kit. I can vaguely remember trying to build various GR.1s in 1/72 from Airfix, Matchbox and then Hasegawa and a few years later attempting to convert them into the then new shape on the block, namely the GR.3.

There was an article in one of the modelling magazines of the day on how to convert Hasegawa's GR.1 into a GR.3 using balsa wood, dope and talcum powder and I tried, as best I could, to follow this article – mainly unsuccessfully. That particular Harrier conversion article must have been some 30 years ago. Times have indeed moved on, and during the passing of those three decades some new kits have emerged and I have managed to build up a nice little collection of 1/72 Harriers and Sea Harriers. More recently I've attempted to do something similar in 1/48, and so here I am trying to re-enact another early modelling event in my life, more or less in reverse, and in slightly larger scale!

The main problem is that first generation 1/48 Harrier kits aren't as good as any of the second generation Harriers available in that scale.

Airfix's Harriers

Airfix entered the 1/48 V/STOL world quite late in the day, in fact their first foray was the Sea Harrier FRS.1 around 1983, and this kit, while dimensionally okay, lacked detail even for the early 1980s. This tool was used by Airfix for the basis of the Harrier GR.3 a couple of years later, using most of the original sprues but with a new fuselage, and it's this kit that I used on my back-dating exercise.

This particular model started off as a participant in an on-line Cold War Group build, and I wanted to depict one of the first Harriers in service with No 1 Sqn. at RAF Wittering in the early very shiny 1969 delivery scheme. I missed the deadline by a long, long way. Good news is that the model is now ready for the 40th anniversary of the type's delivery next year.

What advantages does the Airfix kit have? The decals are very usable, and the kit is generally accurate in outline. The major negative point is the lack of detail throughout the kit. There are some aftermarket parts available, mainly from Heritage, but I decided to use as little as I could get away with, and in the end the only aftermarket add-on I ended up using was an Aeroclub Ejection Seat.

Before commencing this build/conversion I decided to list the areas for improvement. These included scribing in panel lines, opening the auxiliary air intakes, detailing and correcting the intake bells, opening up the solid exhaust nozzles, adding some detail to the airbrake well, extending the too small airbrake, detailing the outriggers, reprofiling the wing top vortex generators, replacing the wing fences and adding some detail to the rather sparse cockpit area . Most of this work is relevant to modellers building any Airfix Harrier in 1/48.

Construction

As far as I am aware there is no aftermarket resin cockpit tub replacement for the Harrier in 1/48, so I used what I could from the kit and added plastic card and fusewire details. My initial plan was to use a resin seat from the NeoMega range, but this found its way into a Harrier GR.3 build, so I used an Aeroclub white metal item instead. I also opened up the two doors aft of the pilot on the rear decking, and added a HUD of sorts with additional plastic card detailing.

At this stage I also detailed and reprofiled the inner walls of the intake area. This involved removing a few millimetres of the kit's walls and replacing them with Plasticard to eventually form a 'V' shape in front of the compressor fan.

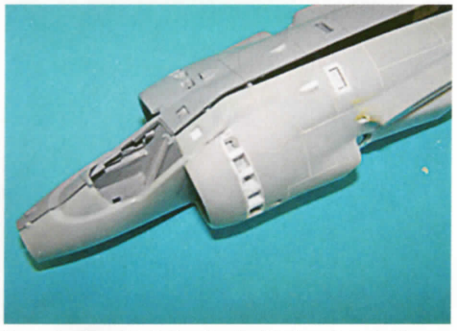
I decided to do as much work as possible on the fuselage first, so I removed the LRMTS (Lazer Ranged Marker Target Seeker) 'dolphin' nose from the kit as well as the FWR fairing on the fin. I rescribed various panel lines using a needle held in a pin vice using Dymo tape as a guide. I removed the front undercarriage doors and put as much detail in the resultant open gear bay as I could fit in.

The fuselage halves were joined and I removed some plastic 'W' shaped holes to portray the trough area below the tailplanes. It was then time to fashion the new pointy nose. I used a small piece of drop tank to form the core of this, adding a small boxed plastic card section where the oblique camera would go, along with a pitot tube of aluminium rod and needle. This was then encased in Milliput, and when dry sanded to shape. Various lumps and bumps were

TECHNICAL DATA

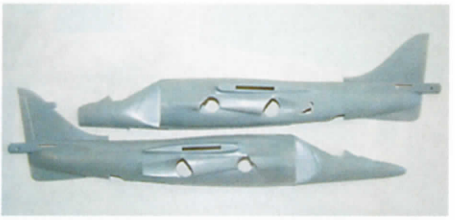
Harrier GR.1

Scale: 1/48	Kit No: 05102
Price: £9.99	
Type: Injection Moulded Plastic	
Manufacturer: Airfix	

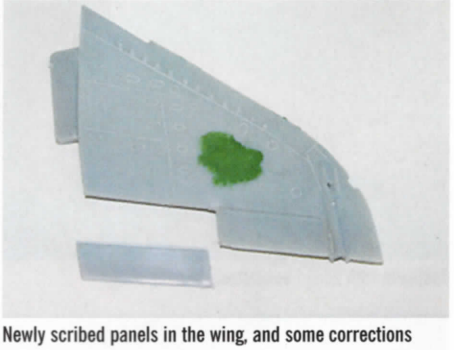


Upper fuselage detail. Few Harrier kits have depicted the intake doors correctly in any scale

Airfix's GR.3 is lacking detail in some areas, but is as good a basis for starting as any



The GR.3 nose will need to be removed from the fuselage halves



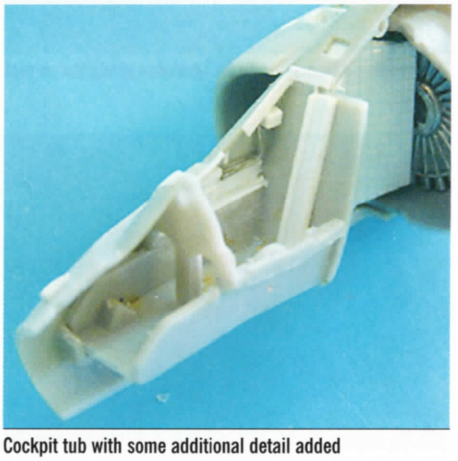
Newly scribed panels in the wing, and some corrections

Hatched area to be removed from the inner intake area

Engine compressor blades have been improved and detailed

Plastic card and a section of Sea Eagle missile replacing removed plastic section

Forward Nozzles being attended to



Cockpit tub with some additional detail added

subsequently added.

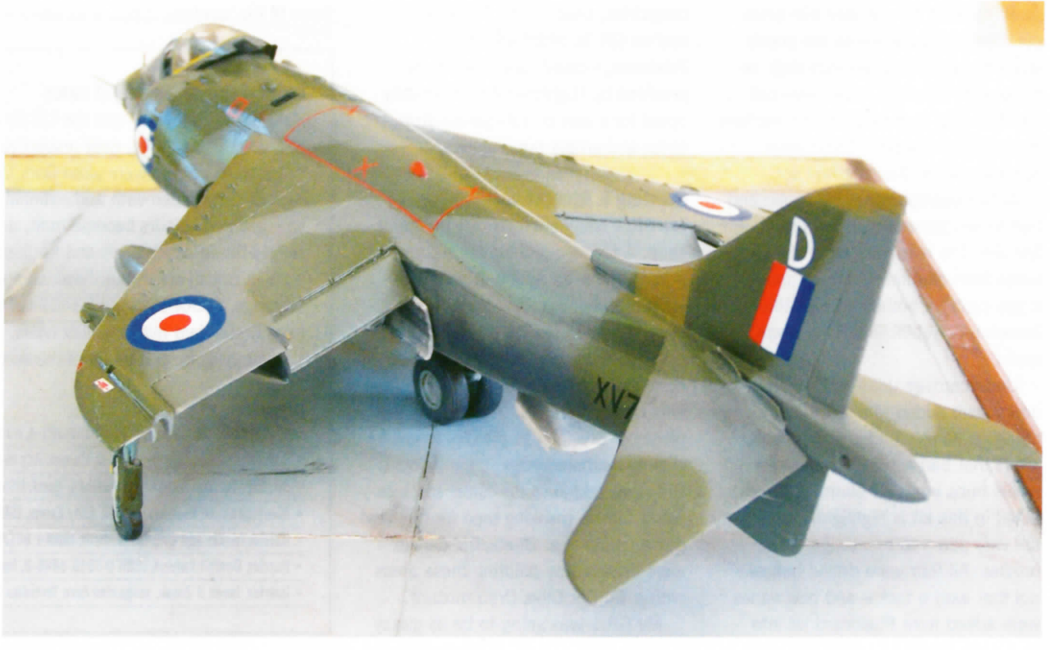
Airfix's airbrake bay is a simple hole, so I added some internal detail. This bay is identical – certainly from what I could tell in modelling terms - on the GR.1, the SHAR and the GR.3, but the SHAR's airbrake – and that included in the kit - is too small for a GR.1 or GR.3, so needed a bit of extending. I added a small curved section of plastic card and faired this in. A pair of side strakes were also added. It's worth noting that the actual airbrake fitted flush over the fuselage skin on the real aircraft when closed.

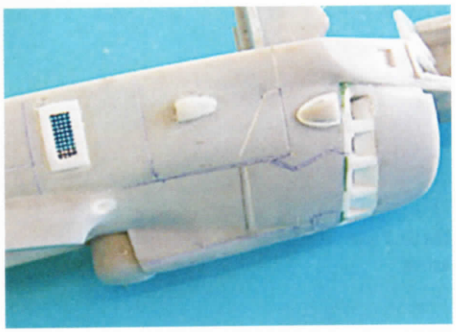
I could have used replacement intakes, but decided to use the kit parts, as the work involved wouldn't be that difficult. The upper auxiliary intake doors were drilled out and replaced with plastic card walls and doors. Indentations for the lower doors were covered in plastic card to represent them in the closed position.

The amended intakes were added and I tackled the Aden cannon next. These are very basic so new muzzles were added using plastic tube, and vents and blast holes added. The rear nozzle heat shields, depicted by Airfix as solid moulded blobs on the fuselage, had already been removed and backed with Milliput. New shields were borrowed from the Hasegawa GR.7 also being worked on, and these would be replaced in turn on that kit with photo-etched parts.

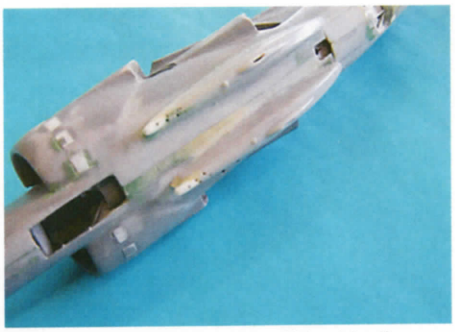
It was then on to the wings...

I decided to rescribe as many of the panel lines as possible, and managed to overdo it a bit on one wing. The vortex generators are very poorly represented. I had used brass replacements by Airwaves and Flightpath on previous Harrier models but decided to use what I had on this kit. Rather than attempting to replace them all I tried a trick used by other Harrier SIG members in filing down the

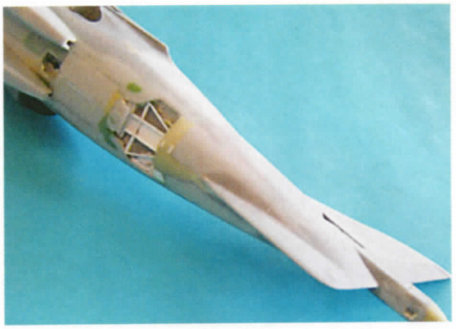




Further detail added to the upper fuselage

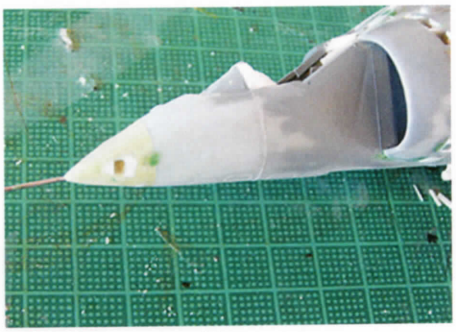


Aden cannon added – considerable additional detail was required

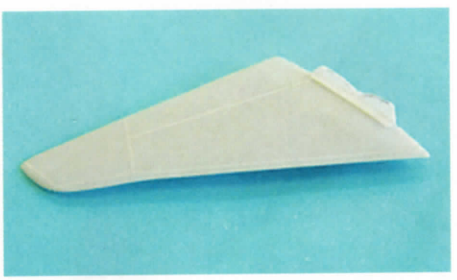


Rear fuselage showing additional air brake detailing

The completed fuselage with the new nose giving the correct profile



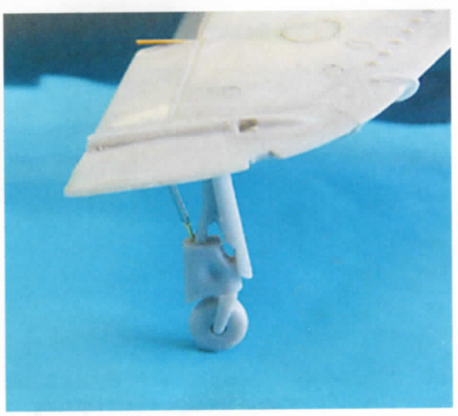
The new pointy nose in position



Tailplane with added scuff/strengthening plates

Wings added, and major construction complete

Test fitting the canopy parts



Reworked and super-detailed outriggers

outer surfaces on the vertical, leaving a small sliver on the horizontal, to attempt to replicate the 'L' shaped prototypes.

The puffer jet nozzles were opened up. I also drooped the inner ailerons and added the fuel dump pipes with small sections from a very thin brass pin. The kit's wing fences are poorly shaped and didn't align very well, so these were removed. Slots were cut into the wing leading edge and sections of plastic card added. These were reprofiled when the glue had set.

Airfix's outriggers are very solid and had to be opened up with a drill and fine file. The rear actuator arms were made from aluminium tubing and rod. If you can't be bothered doing this then Aeroclub do replacements in white metal.

Undercarriage units and the front doors were added after a bit of detailing. Airfix's undercarriage units aren't that bad actually, though the wheel hubs are a bit bland. The lack of detail in this kit is highlighted chiefly by the very poor representation of the nozzles. All four were drilled hollow – not that easy a task – and new vanes were added from Plasticard let into horizontal slots in the nozzles' facings.

I originally wanted to feature my aircraft with a full complement of Matra SNEB pods, however the pods supplied in the kit are not accurate for this period or model. They depict those slightly larger with three rows of projectiles, used by the Royal Navy, and on GR.3s modified for the Falklands. I could have used those provided by Flightpath but eventually opted for a pair of 100 gallon drop tanks and empty outer pylons.

Painting & Decorating

My GR.1 was now ready for the paint shop. A few coats of Halfords Grey primer had been added at various stages, and corrections attended to.

I used Xtracrylix for the main colours (their RAF colours are spot on). The Dark Sea Grey was applied first followed by the Dark Green using thin pieces of Blu-Tack as a mask to get a slightly feathered edge. Light Aircraft Grey was added to the lower surfaces using Tamiya masking tape for the hard demarcation line. Di-electric panels were depicted by painting these areas with a Tamiya Olive Drab mixture.

My GR.1 was going to be as glossy as I could get it, so numerous coats of Johnsons Klear were used to build up a nice hard finish. Decals were from the kit and various Modeldecal generic sheets.

I had a bit of a problem with the intake roundels as these appear over three of the auxiliary doors, and the upper two doors droop open when the aircraft is parked. I just about managed to get these to look okay by using a very sharp scalpel blade and quite a bit of Micro Sol and Micro Set. I gave the model a coat or two of Xtracylic gloss varnish to finish it off.

On the real GR.1 and GR.3 canopy a

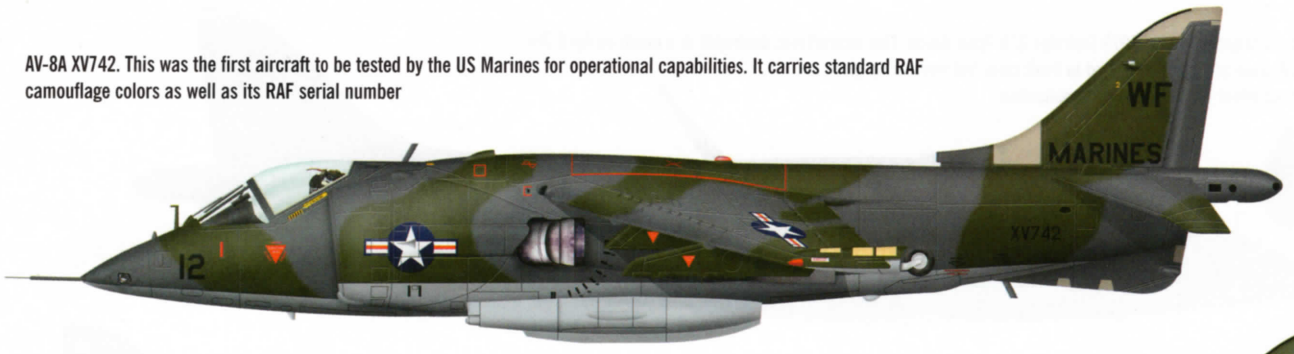
Colour Profiles – General notes

Both the Harrier GR.1 and the US AV-8A have carried only a very few simple colour schemes during their respective careers. In the beginning of its RAF service camouflage colours were gloss Dark Green and Dark Grey topsides with Light Aircraft Grey underneath and national insignia Blue-White-Red. This soon changed and colours become matt, and the national insignia changed to the simple Blue-Red roundels and fin flashes. The first examples delivered to the US were in British colors but these were later replaced by similar US colors from the FS range, FS36099 and FS34064. National insignia in USMC service were initially standard high visibility types, but these were replaced by simple black shaped insignia, and much of the service stencilling was also rendered Lo-Viz.

References

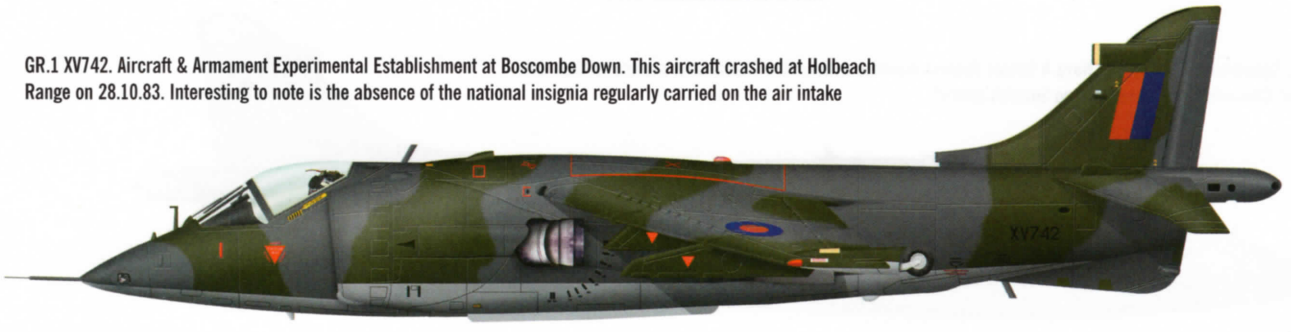
- AV-8 Harrier, Don Linn, ISBN 1-85310-605-4, Airlife Publishing Ltd, UK
- Britis Aerospace Harrier and Sea Harrier, Roy Braybrook, ISBN 0-85045-561-8, Osprey Publishing Ltd, UK
- Strategy For The Long Haul, Dakota L Wood, USMC public release E-Book
- BAe/McDonnell Douglas Harrier, Andy Evans, ISBN 1 86126 105 5, The Crowood Press Ltd, UK
- Harrier Inside and Out, Mark Attrill, ISBN 1 86126 500 X, The Crowood Press Ltd, UK
- Harrier, Denis J Calvert, ISBN 0-7110-1886-3, Ian Allan, UK
- Harrier, Jacek B Zurek, magazine Aero Technika Lotnicza nr 4/1991

AV-8A XV742. This was the first aircraft to be tested by the US Marines for operational capabilities. It carries standard RAF camouflage colors as well as its RAF serial number

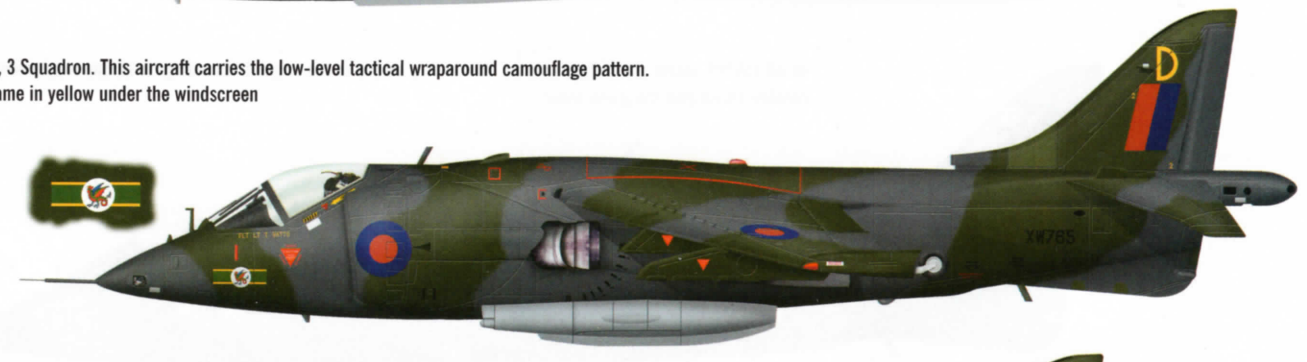


GR.1 XV804. First flying in November 1970, this early Harrier carries markings for 233 OCU, but was later converted to GR.3 standard and last flew with 4 Sqn in Germany

GR.1 XV742. Aircraft & Armament Experimental Establishment at Boscombe Down. This aircraft crashed at Holbeach Range on 28.10.83. Interesting to note is the absence of the national insignia regularly carried on the air intake



GR.1 XW765, 3 Squadron. This aircraft carries the low-level tactical wraparound camouflage pattern. Note pilot name in yellow under the windscreen



AV-8A 158703. The prominent orange panels were applied during a test programme. It was lost in an accident off the USS Tarawa in June 1981

AV-8A 159252, VMAT-203, carrying standard US camouflage and lo-viz markings, with no special features at all

AV-8A 158954. As displayed at the 1979 Selfridge AFB Open House. This aircraft was destroyed in a crash on April 3rd 1985. Note that some areas are repainted in fresh color but weathering gives an interesting visual effect to its camouflage application

AV-8A 158701, VMA-542 'The Flying Tigers.' The aircraft carrys a very interesting tiger motif on the vertical rudder, as well as a unit badge at the top of the fin, and an in-flight refuelling probe

Harrier AV-8S, Squadron 1, Wing 3, Thai Navy. A former Spanish machine delivered to Thailand for service on their sole aircraft carrier. Camouflage is as standard on Spanish aircraft

AV-8A 159702, winter camouflage scheme. This is very simple as the original camouflage is simply supplemented by white patches added over the green areas

GR.1 XV278, with a very interesting wraparound camouflage pattern in which the top side Dark Grey was not used at all, and the camouflage consists of Dark Green and Light Aircraft Grey. The insignia shows a very faded blue

AV-8A Matador from the Spanish Navy. This example, No 808, differs from standard Spanish machines as it has no unit badge on the nose and the tail insignia is in a higher position than usual

Camouflage pattern in place on upper surfaces

section on each side of the frame is integral to the upper decking of the intakes. I added small sections of plastic card to the side of the canopy and these were very carefully sanded to shape. The clear sealant was applied by a thin wash of yellow paint. I had hoped to add the very prominent Miniature Detonating Cord in the clear canopy but never got around to that – I thought about using the decal supplied in the Hasegawa GR.7 though I'm not sure how accurate this would have been.

Conclusion

This project took far too long to complete, but I'm glad I persevered – it's a nice shiny Harrier that shows how things were in those far flung days, and putting into perspective how far flung those days were, the Harrier entered RAF service the year after the last steam trains ran on British Rail, the Beatles were still together, and man set foot on the moon.

I'd like to think that I'll continue to add to my 1/48 Harrier collection, and in fact I already have a GR.7 and a GR.5 started using the Hasegawa kits, but how long they'll take to finish is another matter. With regard to the Airfix kit though, this could well form the basis of a future Kestrel FGA.1 project as well as a T.2 or T.4. We shall see!

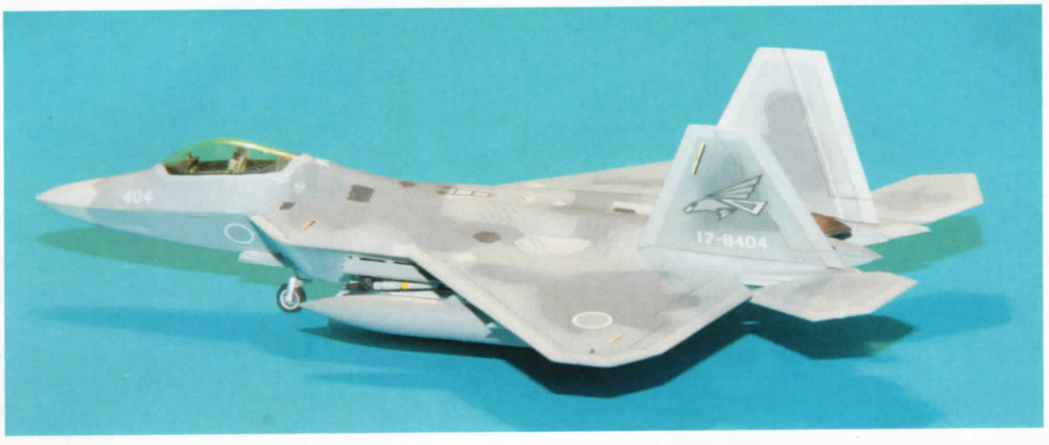
● SAMI

BY MIKE VERIER

Raptor

The F-22A Raptor in 1/144

In *Scaling Down* we are never happier than when we are able to put 1/144 to the test and compare a kit with its larger cousins. Following last month's preview of the superb Academy 1/48 Raptor, we are pleased to offer up Trumpeter's masterpiece as an alternative...



If ever a model could be described as 'state-of-the-art' this is it. Do not be put off by the rather average box art. There is as much detail in this little gem as you would expect in a 1/72 model, including open and fully detailed weapon and wheel bays, scale undercarriage, accurate engraved detail, an ample sufficiency of stores, a comprehensive decal sheet and a full-colour profile.

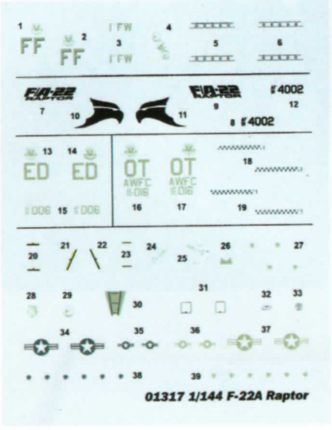
It's innovative too - the first thing you find in the box is the superbly packaged top half of the fuselage/wings with the clear canopy already moulded integrally. Beneath this are two sprues designed so that they fit together to form a protective frame around all the delicate and easily-broken bits. Other manufacturers would do well to check this out.

Construction

The primary structure is split horizontally with full span upper wings and the lower wings inset so the trailing edges are sharp. The bottom half has separate and very detailed weapon and wheel bays, intake trunking and tail pipes. The cockpit tub has a passable seat, panel and coaming, which responds well to paint detailing and goes into the top half under that lovely clear canopy.

The intake trunking is a little fiddly and required some fettling before the two halves would come together accurately. The final job before cementing them together - not mentioned in the instructions but included on a 'belt 'n braces' principle - was to put some weight in the nose-cone.

Fit is pretty good but a little filler was needed around the intake lips, which are something of a Rubic's Cube to line-up correctly. With hindsight a little more work on the internal trunking may have prevented even this.



Kit decals

TECHNICAL DATA

Lockheed F-22A Raptor

Scale: 1/144	Kit No: 01317
Price: £4.99	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 66, Clear 1	
Manufacturer: Trumpeter	
UK Importer: Pocketbond	
US Importer: Stevens International	

Also used:

- MYK Decals 06231 F-22 Raptor JASDF approx £5.99 via HobbyLink Japan

Colour Options

This may seem out of sequence, but it's what comes next. The kit provides excellent decals for one development and three service airframes. Due to the complex nature of the camouflage, which will require a lot of masking, and the large number of tiny written stencils, now is the time. As the kit provides both open and closed doors I was able to detail the bays first and mask them with the 'closed' kit doors, tacked in place with Maskol.

Raptor grey shades have been subject to all sorts of opinion in the modelling press. I too do not know the exact FS numbers, and even if I did they would need toning down in this scale. I do, however, believe I know the source of all the controversy. The paint used on Raptors is meant to change colour in different lights!

Study of photos will reveal a distinctly metallic sheen in bright sunlight. This finish has also been trialled on V-22 Ospreys and is the latest development of 'stealth paint.' I did experiment painting the greys and misting the merest hint of Alclad over the top. It actually does work but looks wrong in this scale so I stayed with FS36375 for the canopy frame,

panels and border around the flying surfaces, FS36320 for the base colour, and FS36176 for the dark blotches. All of these were lightened and adjusted until I got the contrast I was looking for. This is all a bit subjective and with any luck will really frustrate the colour pedants.

Be advised that there is mould release agent that needs washing off before proceeding

As this was going to be a masking-fest I started with the canopy. The real thing has a gold coating which can be invisible, or in some lights make it appear that the pilot is sitting in a gold fog. I decided to hint at this and misted a coat of thinned Tamiya clear yellow over the outside - not the inside, as that would show the thickness of the plastic. I also used various shades of Alclad for the external exhaust petals at this stage

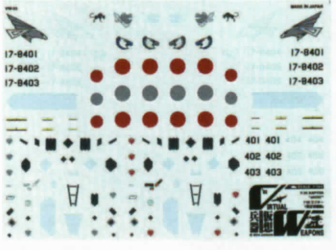
After masking the canopy and exhaust a quick coat of Halford's grey primer was applied and the lightest grey around the edges and intakes free-handed. These are all hard edge masks and just need lots of narrow tape strips. During this process I left the fins and horizontal surfaces firmly on the sprue; they are handed so take care which side you apply the dark grey to.

Next, a coat of the mid-grey, followed by the dark patches. A coat of Klear and we're decal-ready. The kit decals are excellent as noted, but I really fancied a set of speculative JASDF markings I had come across via HobbyLink Japan. They very kindly hand-carried a set to Telford for me and I have to say they are of outstanding quality. Four subjects are provided, plus full stencilling and all those tricky little panels, which saved a great deal of masking. There are, in fact, enough to mark at least two aircraft fully with lots of variations including lo-viz or full-colour roundels.

Produced by MYK Design I can only recommend you check-out the rest of their very extensive range.

Final assembly

A final coat of matt varnish brings everything together and seals the decals. You can then re-open the bays and add the weapons and undercarriage detail. A full set of AMRAAMs and two Sidewinders are provided, the latter with detailed and delicate extended launch rails. The open bay doors are separate detailed pieces too, you don't just cut the closed ones. Not content with this Trumpeter also provide four wing pylons and two ferry tanks.

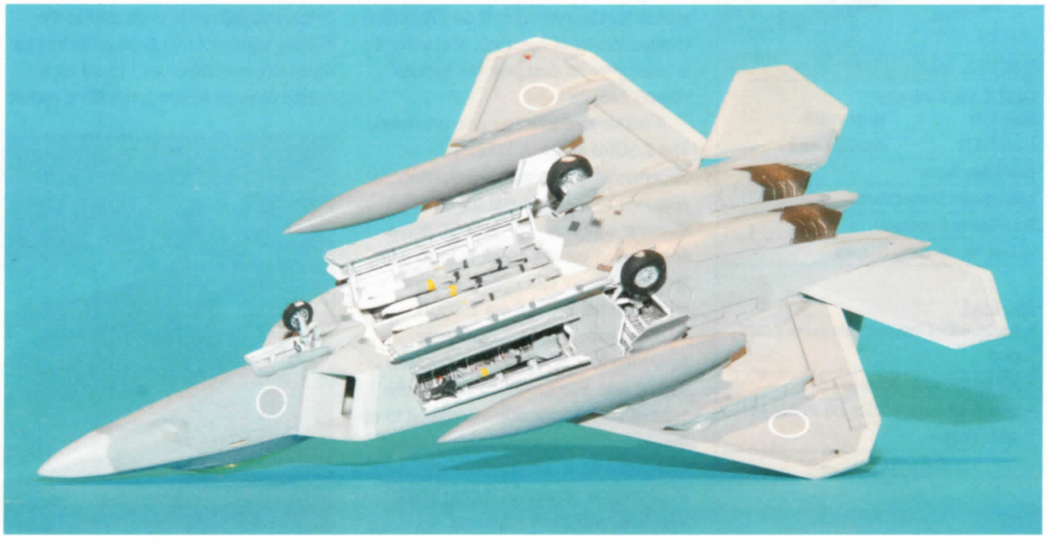


The undercarriage is near-scale and very delicate so considerable care is needed. Some wire brake pipes and a couple of lenses to replicate the nosewheel lights were enough to convince. The final touch was to drill right through the wing, where the navigation lights are marked, and insert a short piece of stretched clear sprue tinted with a spot of Tamiya clear red or green.

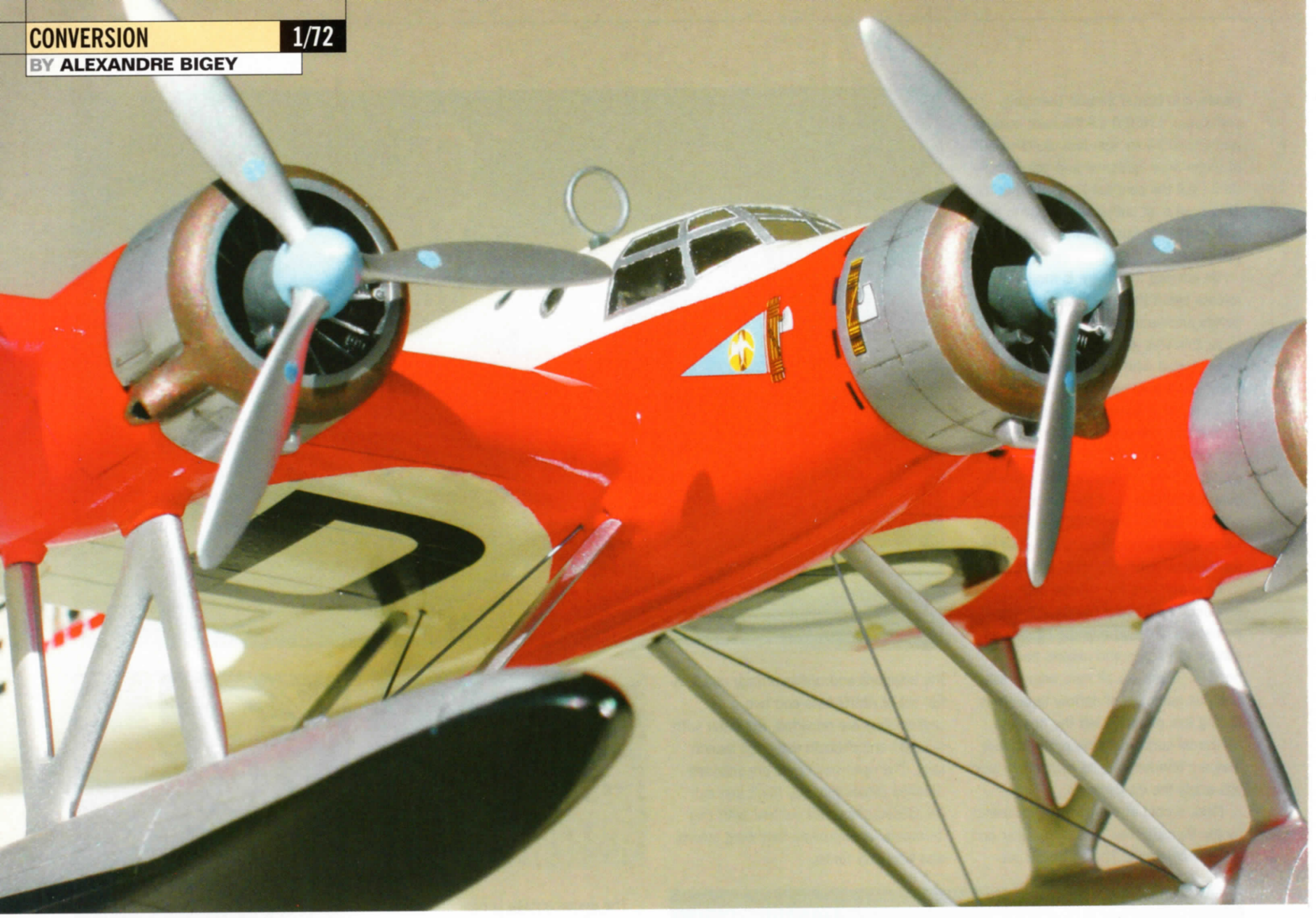
Conclusion

A veritable tour-de-force this model sets the standard in this scale, and at under a fiver in the UK is remarkable modelling value, demanding as much - some would argue more - skill as many larger and more costly models. If you have yet to try 1/144 this will come as a revelation. To have a set of 'What If' decals as well is icing on the cake, and I may well buy another Raptor just to try the 'Blue' JASDF maritime strike scheme.

SAMI



BY ALEXANDRE BIGEY



CANT Conversion

An unusual project brought to a successful conclusion

TECHNICAL DATA

Cant Z.506C Airone

Scale: 1/72	Kit No: 10015
Price: £10.27	Decal Options: 3
Panel Lines: Raised	
Type: Injection Moulded Plastic	
Manufacturer: Supermodel	
UK Importer: The Hobby Company	

Also Used:

- Broplan #7244 Vacform Conversion for Z.506C £9.75
- RCR set S06 etched details for Z.506
- Tauro Model Sheets #72529 and #72558 for Italian airliners

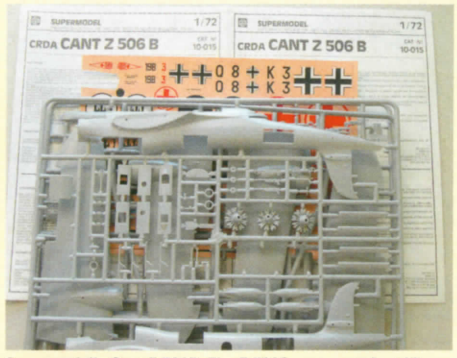
The CRDA Cant Z.506 *Airone* (Heron) made its maiden flight in 1935 intended as a medium-range floatplane airliner. Setting several records as soon as entering into service, it was operated through the *Ala Littoria* network. CRDA stands for *Cantieri Riuniti Dell'Adriatico* (United Works of Adriatic). The letter Z is used after its designer, the famous Filippo Zapatta.

A military variant was also produced, The Z.506B kitted in 1/72 by Supermodel with a narrower fuselage, a weapons bay and several turrets or observer windows. The Z.506C is the final civilian variant which is fitted with the Alfa Romeo 126 engine and the reinforced tailplane of the Z.506B.

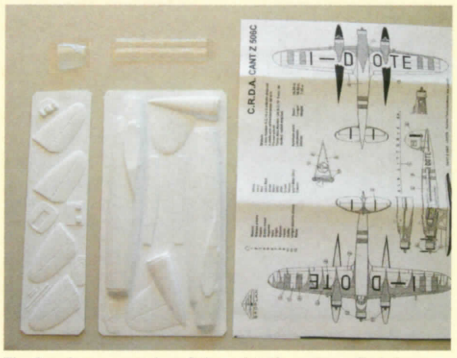
Some early civilian Z.506 were converted to Z.506C and a landplane variant was also produced with lovely spatted wheels, sometimes reffered to as the Z.506T *(Terrestre)*. These gracious and dependable aircraft flew intensively in peacetime as well as during World War Two, and some remained operational until 1959.

Reference material and data about the military Z.506B is not hard to find, but the civilian types are poorly represented. The best reference material for the subject is issue #5 of Ali d'Italia, although not surprisingly the major part of this monograph is dedicated to the military variant. I had been collecting as much documentation as I could for a couple of years before committing myself to building a model, and received much support from some fellow modelers, and I have to thank Jean-Claude Guell, Fabio Beato, and Alex Meneghini for their very significant help.

Building a civilian *Airone* is a matter of investigation, guesswork, and interpretation – especially in the matter of colours. Here is my own interpretation of the Cant Z.506C.



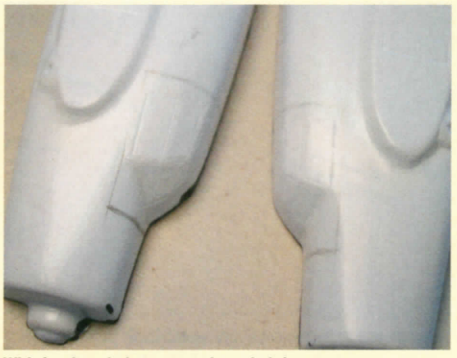
Supermodel's Cant Z.506B. The Z.506S rescue variant kit will also work with the Broplan conversion



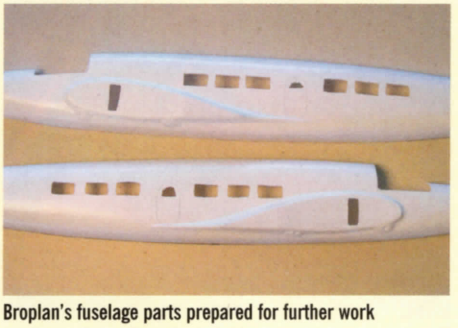
The Broplan conversion. Colour details are supplied, but decals are not provided

A fine etched set is available from RCR, applicable to the military variants, but some parts are universal

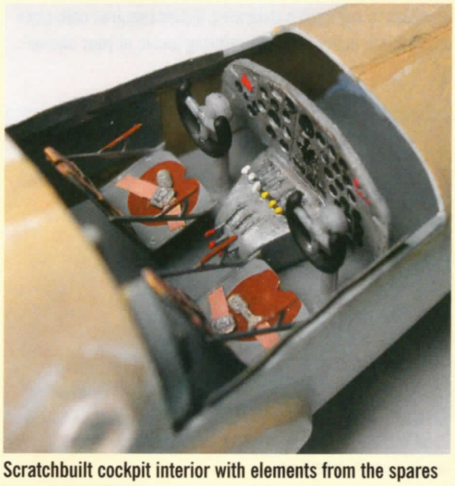
A set of 1/72 DC-3 resin seats of unknown origin, obtained from a private retailer



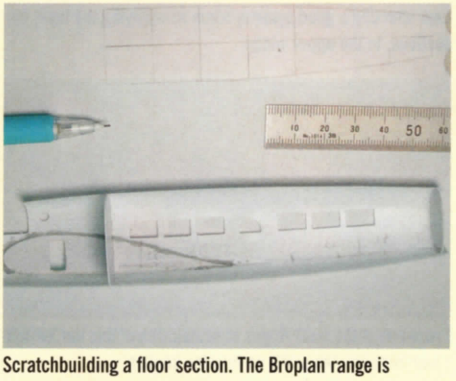
With fuselage halves cut and sanded the canopy aperture has been marked out with pencil



Broplan's fuselage parts prepared for further work



Scratchbuilt cockpit interior with elements from the spares box and the RCR fret



Scratchbuilding a floor section. The Broplan range is available in the UK via Aeroclub

Fuselage assembled, with curtains made from kitchen aluminium foil

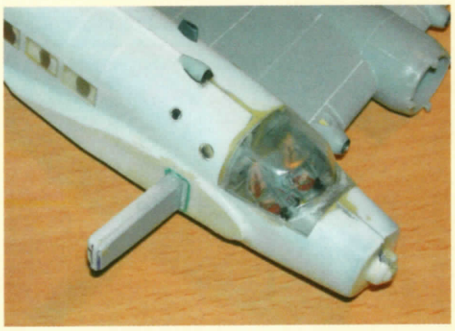
Planning and Building

To start the project I acquired the Supermodel 1/72 kit for the Z.506B (the Z.506S rescue sub-variant would also suffice). I purchased this kit in a battered box on eBay for a very high price at a time it had become a true rarity - only to see it reissued pretty soon afterwards and readily available at a much reduced price. To this I added the Broplan civilian conversion, consisting of a vacform fuselage, bulkheads, wing spar, tailplane, and clear parts. The tailplane is the one that should be used for an early Z.506. Unfortunately no decals were provided.

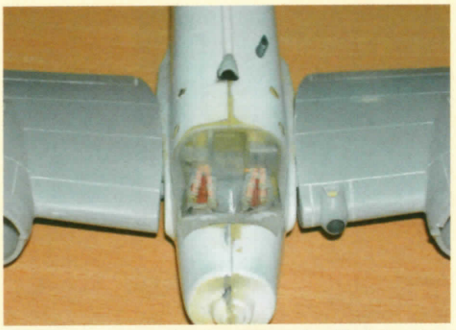
RCR provide an etched set for the military version, however part of it is useful for the Z.506C, so this was acquired along with a set of 1/72 DC-3 resin seats and Tauro Models decal sheets #72529 and #72558 covering Italian airliners.

Broplan's plastic is very thin, which is easy to work, but will require some strengthening. After removing fuselage parts from their vacform sheets, I marked out the cockpit aperture in pencil, then roughly cut out the fuselage windows and cabin area. I elected not to use the clear vacform pieces provided for the cabin windows, but opted for thicker clear plastic of my own, which I dry fitted and coated with Future floor polish before sealing them from outside using thin superglue. There are also small round windows behind the cockpit, and these were made from clear sprue, fixed in place with superglue, then sanded flush.

Interior construction started with the addition of bulkheads and decking according to that which seemed most logical to me, given the total lack of reference at the time. Structural components from Evergreen rods were also added, which improve strength considerably, and a full interior was built up, entirely on speculation and supposition, only to discover a picture of the actual cabin layout several weeks

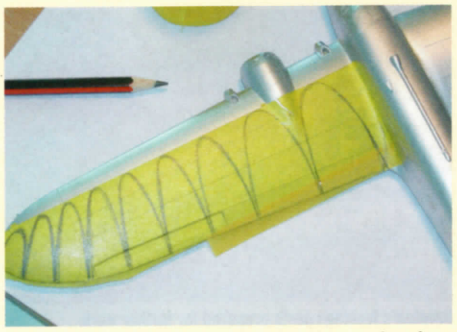


To ensure a strong bond, a wing spar was fabricated and firmly glued in place

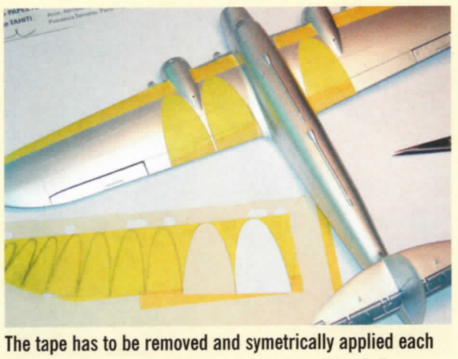


The floats' proper position depends on wing dihedral and sweep, and the fitting of the wings, while crucial, was tricky

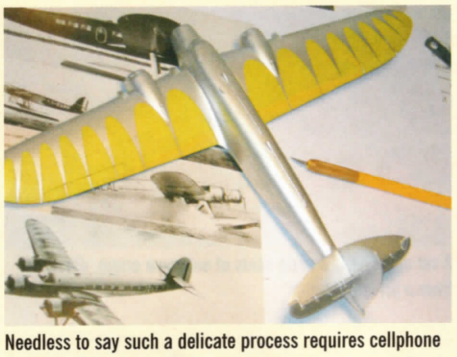
When the sanding of the wing roots was completed, the masking of the cabin windows and canopy was effected prior to painting



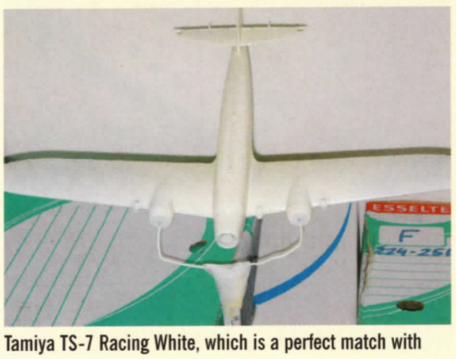
The upper wing pattern involved placing a large stripe of Tamiya masking tape on the surface, then carefully drawing the required scalloping on using a pencil



The tape has to be removed and symetrically applied each side of a thin plastic sheet (I use plastic dividers). Every section of scalloping has to be cut separately using a sharp cutter, so that both sides of the plastic sheet are evenly cut, thus effecting a good symetry when re-applying the tape, by sections, to the upper wings



Needless to say such a delicate process requires cellphone off, children in bed, and the relaxing music of your choice



Tamiya TS-7 Racing White, which is a perfect match with Bianco Avorio

I realized at the final stages of completion of this model that I had forgotten the small carburetor intakes

Once the masks were removed, a full day's decalling session could take place

after having joined the fuselage halves.

Once the fuselage halves were joined and the tail section added, not without some fitting problems, various scoops and fairings were added on top and bottom of the fuselage, as well as the ram air generator mast. The wing spar, which had previously been tested and dry-fitted, was finally glued in place, and every gap was sealed to prevent foreign objects and dust penetrating the fuselage.

The Supermodel kit has raised panel lines, which I recessed by running a scribing tool along the raised lines, which were sanded back afterwards. This operation was carried out for the wings, floats, and cowls. The floats' proper position depends on wing dihedral and sweep, and the fitting of the wings, while crucial, was tricky. Once glued in place, a quick dry-fitting of the floats was conducted before the glue was completely set, to allow for last minute adjustments.

Pieces of plastic were then inserted in the wing root gaps, and I did not use putty to fill the remaining holes and gaps, but preferred my favourite mix of Superglue gel and talcum powder, which has about the same consistency as plastic, and makes a very strong cement when dry - an essential feature in such circumstances.

Painting and Decalling

The painting process could now begin. I had opted for the paint scheme suggested by Broplan's instructions, but realized that it contained some errors. Actually, nearly every source of reference on the subject contains errors, and it is up to the modeller to identify inaccurate or wrong information. After quite a bit of research I concluded that Cant Z.506 I-DOTE had a livery of red over bianco avorio (Ivory - not Cream), except that the tops of the wings had aluminium dope as a background, as these aircraft had a wooden wing structure covered by plywood and fabric. This is the *Ala Littoria Nucleo Communicazioni* scheme as far as I understand, although it was later supplemented with a large tricolor stripe on the rear fuselage and Italian flags on every flying surface either at the beginning of World War Two, or possibly earlier during the Spanish Civil War.

The Supermodel kit floats. The extra width of the civilian fuselage required wider bracing struts to be scratch built

Based on references I believe that Broplan's instructions contain the following inaccuracies:

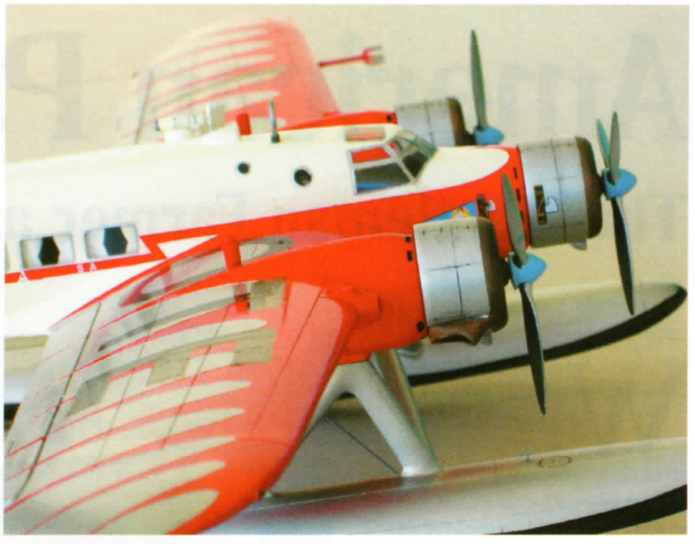
1. The upper wing patterns are missing one element each side. There should be nine instead of eight per wing
2. The color pattern on the upper wings is suggested as Red on Ivory, but should be Red on Silver
3. Scalloping on the upper wings starts too far back, and should start almost immediately aft of the leading edge
4. Scalloping is missing between the windshield and central engine
5. Scalloping is missing on the upper aft fuselage, in front of the fin

It has to be noted that various paint schemes have been worn by civilian Z.506s, the early red and silver livery being best known. However, some seem to have worn blue patterns or different wing schemes as suggested by several publications.

First of all the floats were prepared for final assembly, coated with TS-30 Silver Leaf from a Tamiya spraycan, then with TS-29 Semi-gloss Black. The rest of the model was sprayed TS-30 Silver Leaf overall, and once dry I commenced the masking process for the upper wings. The next coat involved Tamiya TS-7 Racing White, which is a perfect match with *Bianco Avorio*.

After another full day of masking a coat of TS-8 Italian Red was applied, and I hand brushed the cockpit structure and window borders with Modelmasters Chrome Silver enamel.

To paint the cowlings, I used TS-30



Decalling was made up from a variety of sources

Silver Leaf then handbrushed a coat of Future. This way, the Bronze shade of the exhaust collector ring could be handpainted without compromising the silver. The tricky part was to allow a thin rim of silver to appear at the cowl lip, as seen on Bristol Pegasus engines and such foreign variants as the Alfa Romeo 126. For this I cut a thin cicular strip of masking tape using a compass-cutter, then carefully applied it as accurately I could on the cowl lip. The bronze shade was obtained mixing Copper, Aluminium, and Brown enamels on a paper sheet.

Once the masks were removed, a full day's decalling session took place. The small Ala Littoria SA white lettering came from a decal details sheet printed by Beacon Publications, designed for aircraft and armour in small scales, which I found in a Californian swap meet. Fuselage registrations were made using Tally Ho German letters which are very similar to the Italians'. Wing registrations were obtained from the Tauro Models sheets, as were the *Ala Littoria Nucleo Communicazioni* logos each side of the fuselage, while the fascist emblems each side of the central engine cowling are from the Supermodel kit.

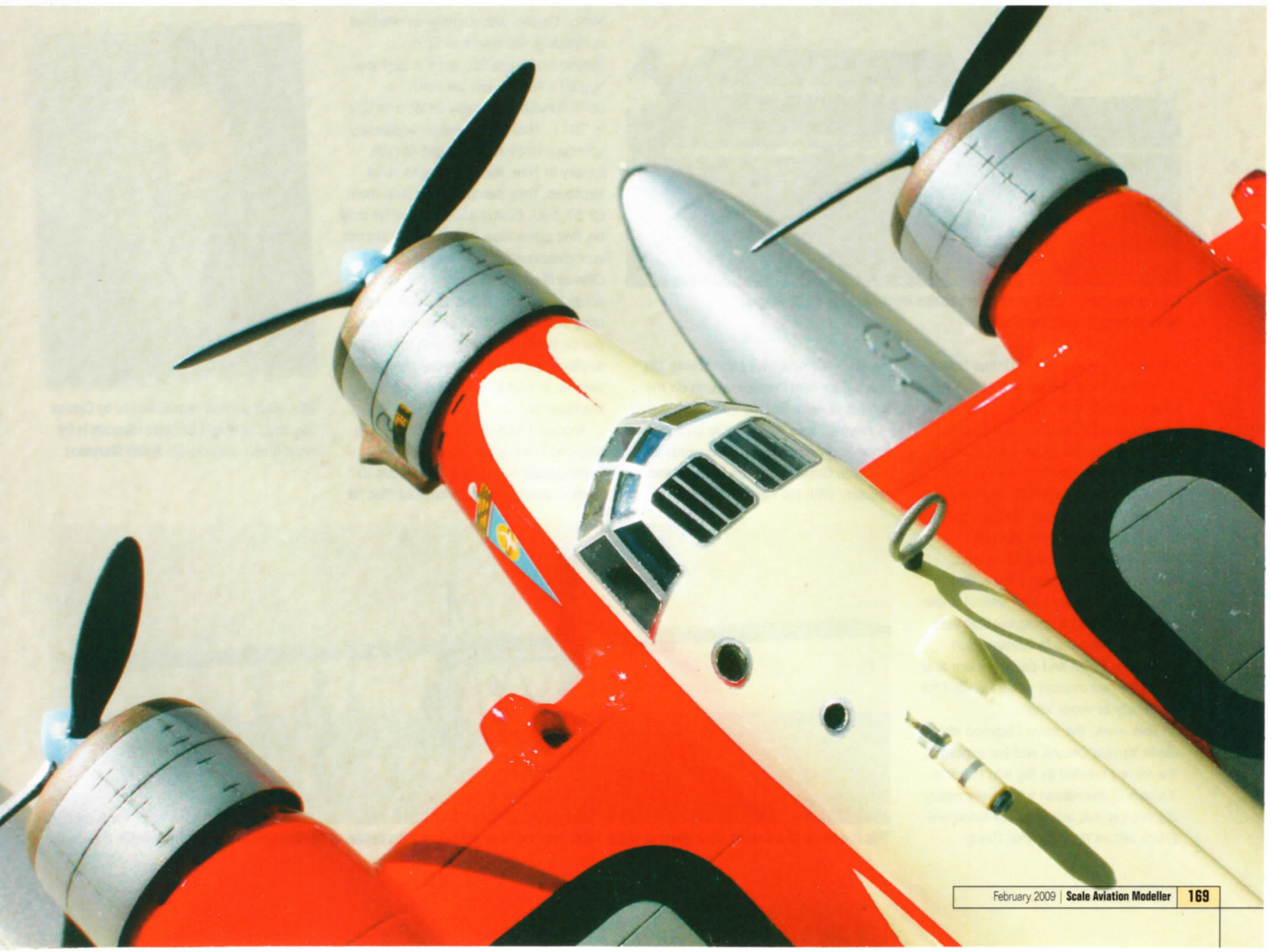
Finishing Up

After receiving two hand brushed coats of Future, the floats were superglued in place. Due to the extra width of the civilian fuselage, the fuselage-to-floats struts from the Supermodel kit were a bit too short so I replaced them with Contrail Aerofoil Sections.

The rigging on both float mountings and tail were made from Plastruct 0.3mm rods, while the aerial wires are hairs provided by my devoted lady. The props are natural metal with black painted on the rear, while the spinners should receive the same shade of blue seen on the Ala Littoria logo.

Now I'm rather happy with the result and a nice eyecatching subject is in my showcase. Despite wandering into some unknown modelling zones, I've been highly rewarded in reaching completion of what I consider an ambitious project!

SAMI



American Patrol

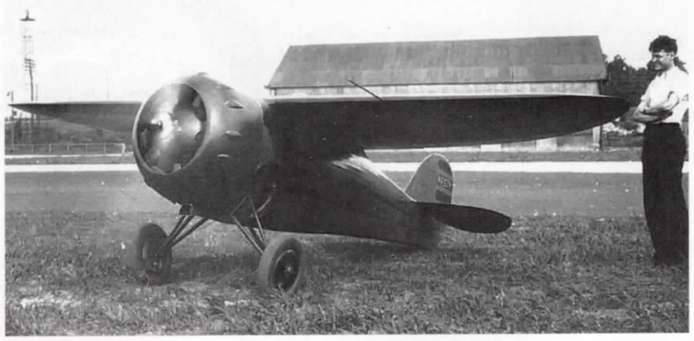
The Gentleman Farmer and His Airplanes

When I began this column a day or so ago, I thought it would be relatively easy to write about Clyde Cessna. I was wrong.

Then again, what do most of us think of when we think of Cessna? Perhaps you, like me, have taken flying lessons in a Cessna 150 or 172, or maybe you are one of those lucky stiffs who own a Cardinal, or Lord knows, a Turbo Centurion or something. Then there are the bizjet enthusiasts among us, whether you pilot a corporate Citation or whether you simply watch and take the numbers. And we can't forget planes like the A-37 Dragonfly and T-37 'Tweet.'

Maybe you thought you knew all you wanted to about Cessna. I thought I did. I even wrote tech manuals for them for nearly two years in Wichita, which is about as close as you can get to being slap in the middle of the United States of America. And believe me, when you drive anyplace from Wichita, you know you are in a small, but bustling city located in the middle of, well, nowhere.

CV Cessna and his aeroplane at Burdett, Kansas, 1914 (www.flyingmidshipmen.org)



Here is the Cessna CR-3 racer before covers were added to the main gear (www.airracinghistory.freeola.com)

Sure I knew about the farmer that decided to build airplanes and I knew that Mr. Cessna turned the business over to his nephew, Dwayne Wallace sometime back in the 1930s. And, frankly, the only reason I knew that much was because I felt I should know something about a company that was willing to move me to Kansas from Georgia in 1992 and pay my room and board for two months while I waited for my family to move West.

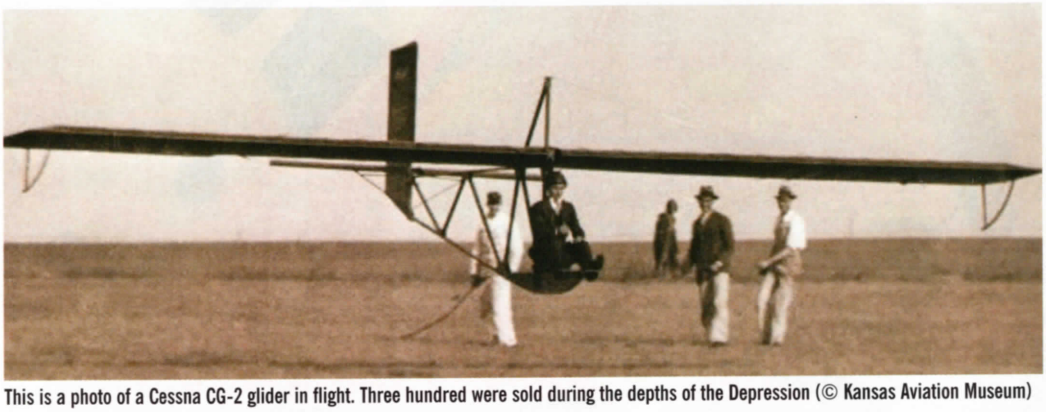
This week, the more I learned about Clyde Vernon Cessna and his airplanes, the more I wanted to dig into his past. It's part of the reason why I very nearly did not get this article to our esteemed Editor before the deadline! Being obsessive-compulsive, I spent way too much time continuing research on the subject of early Cessna aircraft.

Anyway, let's get down to business, since I only have about 400 words left.

Clyde Cessna grew up in Iowa and Kansas. With his natural mechanical ability, Cessna was running an overland automobile dealership in Enid, Oklahoma by age 30, but the airplane bug bit when he saw an aerial demonstration in nearby Oklahoma City in 1911. That same year he apparently spent a month at the Queen Aircraft factory in New York learning to build airplanes, then purchased a plane there for $7,500. (Some accounts say he built his first plane from scratch.) The aircraft was christened Silver Wing because Cessna liked the silver dope on the wings. The Silver Wing was a shameless copy of a Bleriot. For two years, Clyde put on flying exhibitions with this airplane, suffering numerous crackups until he is said to have been laid up in the hospital.

Around 1914, Cessna built his own airplane in Kingman, Kansas, and continuously modified it to improve its flight characteristics. Convinced that he

This lovely portrait commissioned by Cessna Inc. and The Wright Brothers Museum is by artist Ardith Staroska (© Ardith Staroska)



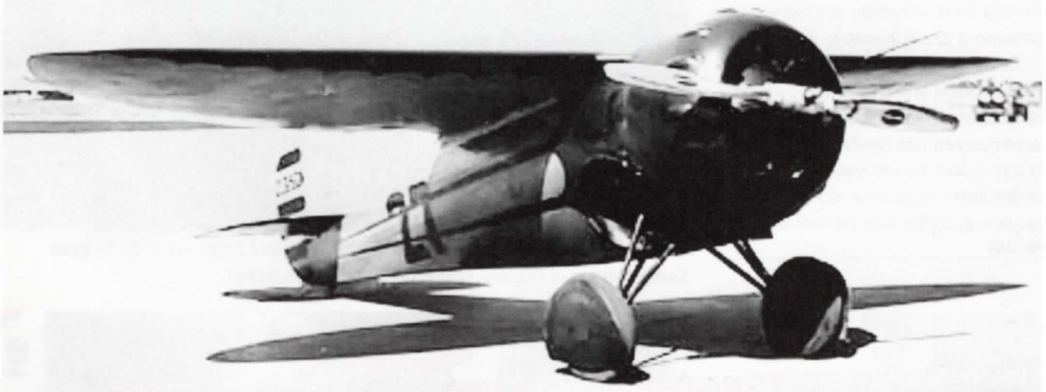
This is a photo of a Cessna CG-2 glider in flight. Three hundred were sold during the depths of the Depression (© Kansas Aviation Museum)

Clyde Cessna and members of the Beaver Boosters of Beaver, Oklahoma in 1916. The aircraft pictured was the first built in Wichita. Note that JONES is painted on the bottom of the left wing, for Jones' Aircraft (www.flyingmidshipmen.org)

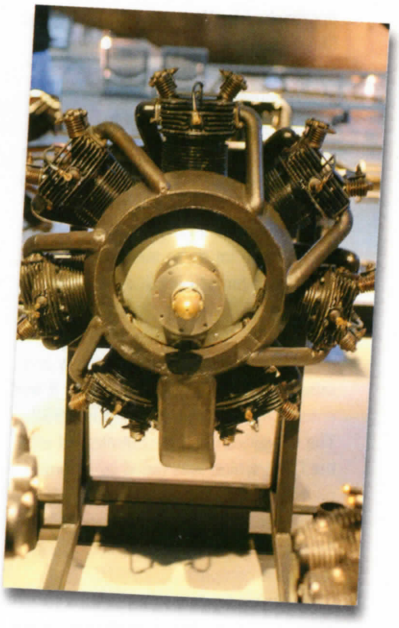
Clyde Cessna, circa 1935 (© Cessna Inc)

This is historic performer Gary Krehbiel as Clyde Cessna (© Kansas Alliance of Professional Historic Performers)

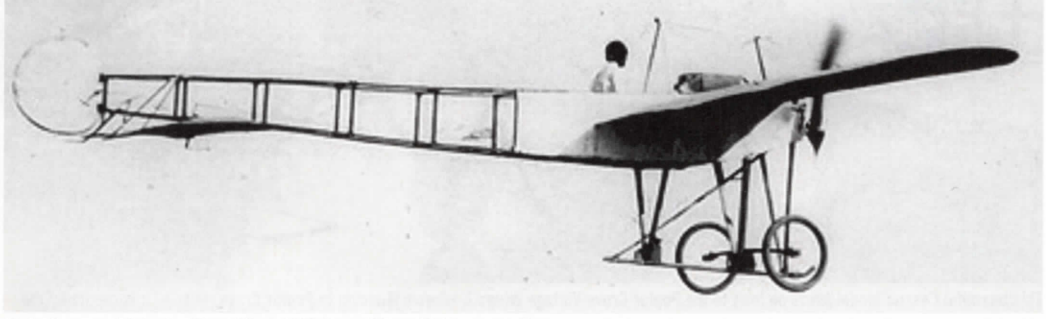
Wow, what a scene at the 1930 National Air Show! Plane 21 is a Cessna AW piloted by 19-year old prodigy Eddie Schneider (© Aviation Foundation of America, National Air Tour, via Richard Arthur Norton)



Johnny Livingston's Cessna CR-3 never lost a race it entered. It set a world record for speed aircraft with engines smaller than 500 cubic inches by averaging 237.4 mph in 1933. The aircraft was powered by a 145 hp engine! (www.airracinghistory.freeola.com)



This is a Warner Scarab engine at the Smithsonian, similar to the ones used in the Cessna Racer and the Cessna Model AW



Clyde Cessna aloft in the Silver Wing, 1911 (www.flyingmidshipmen.org)

Clyde Cessna's brother beside the CR-2 nicknamed Miss Wanda, in honor of Clyde's daughter. Veteran air racer Johnny Livingston ordered a Cessna racer after Roy Liggett's dogged efforts with the aircraft during the 1932 air race season (© Courtesy Mike McVey)

One of two restored Cessna AWs in the US, this aircraft is at the Yanks Air Museum in Chino, California (© Courtesy Walt Brown)

As far as this writer can determine based on the certificate number, this is a Cessna Model BW, pictured at the 1931 or 1932 Cleveland Air Races, that is highly modified with a 300 hp Wright Whirlwind (?) engine (© William Anderson, via the 1931 and 1932 Cleveland National Air Races page on www.geocities.com)

This photo shows the great grandson of Clyde Cessna posing with a restored Cessna AW near Oshkosh, Wisconsin (© Courtesy Mike McVey)

wanted to go into the aircraft manufacturing business, he moved back to Wichita and built an airplane there in 1916. America's entry into WW I compelled Cessna to return to farming until around 1924, when he was approached by Walter Beech and Lloyd Stearman about joining them in an aircraft manufacturing venture that would come to be known as Travel Air.

Clyde Cessna left Travel Air in 1927 to form his own company and began to build and design a series of rather sleek monoplanes that dispensed with struts. The stock market crash of 1929 killed the demand for these aircraft.

To keep himself afloat during the Depression, Cessna designed a series of racers beginning with the CR-1. This ship weighed under 1,000 pounds and raised quite a few eyebrows when it was entered in racing competition in 1932. The CR-series of racers culminated with the CR-3 which was raced by veteran pilot Johnny Livingston. This aircraft never lost a race and set a speed record. All of the racers were incredibly sleek, light, and compact.

Sadly for Cessna and perhaps for all of us, his friend Roy Liggett was killed in the crash of the CR-2 racer in 1932. The grieving Clyde Cessna lost his enthusiasm for building airplanes and turned the company over to nephew Dwayne Wallace soon after his friend's death.

Wallace was instrumental in setting the stage for the present Cessna company and did not retire until the mid 1970s. While his uncle never went to school past the fifth grade or even held a pilot's license, Dwayne Wallace earned a degree in Aeronautical Engineering from Wichita State University and likely obtained a pilot's license in the 1930s.

Clyde Cessna returned to farming in Rago, Kansas and died in 1975. There is no telling what he might have accomplished had he stayed at the company, but he will always be remembered as an innovator and a gentleman by the aviation fraternity.

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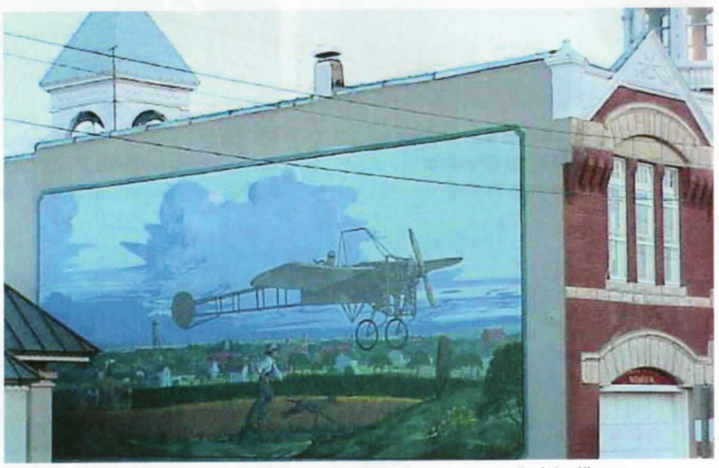

This mural of Clyde Cessna flying the Silver Wing is painted on the wall of the Kingman County Museum in Kingman, Kansas (© Courtesy Mike McVey)

This beautiful Cessna Model AW is on loan to the Poplar Grove Vintage Wings & Wheels Museum in Poplar Grove, Illinois. It is reputedly the oldest Cessna aircraft in flyable condition, having been built circa 1927 (© Poplar Grove Vintage Wings & Wheels Museum)

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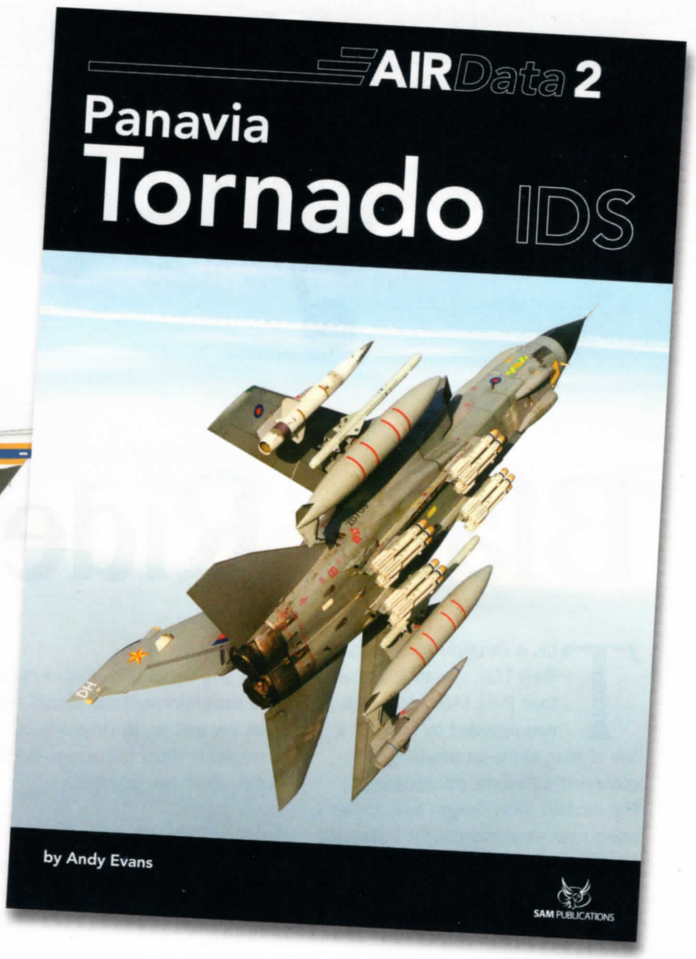

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BY DAVID FRANCIS

Black Rider

This is Dragon's second Wing Tech 1/32 aircraft model after their P-51 Mustang, which was regarded by many as a mix of state-of-the-art mouldings combined with some disappointing inaccuracies. Now Dragon have tooled a brand new Messerschmitt Bf 110C, and this is an important release as until now the only Bf 110 available in 1/32 was the ancient Revell kit. For its day this was not bad model – but that was nearly 40 years ago.

The good news is that the Dragon kit features all the nice tooling of the Mustang without any of the accuracy problems, and it is obvious by the way the parts are split that we will be getting D and E variants in a few months. The grey plastic features some very fine engraving, which looks just right, and clever use of slide mould technology means that items like the gun barrels are realistically hollowed out and there is plenty of detail in all the places that count.

So, you would think this model would be a straightforward and simple build? Well, yes and no, as Dragon have managed to shoot themselves in the foot in the silliest way possible.

Construction

Due to the large greenhouse canopy you would expect a reasonable amount of detail to be provided in the cockpit area, and in fact this is one of the most detailed cockpits I have ever built out of the box, at least until Revell's Ju 88 hits the bench. The instrument panel has moulded instrument bezels but there is no dial detail, which is not a problem if you have a set of MDC's inexpensive Luftwaffe dials in your store cupboard. Of course I did not, so had to improvise using a few leftovers from a previous project, plus some extras from their RAF sheet. Not 100% accurate but it looks far better than anything I could achieve with a paint brush.

A small sheet of etched brass is supplied for the seatbelts, so the first step is to anneal the brass to make it softer. I hold the fret with a wooden peg before passing it through the flame until the brass changes to a purplish metallic shade, and once cool give it a quick spray with Halfords primer. The belts can now be painted in Tamiya Deck Tan with details picked out in Tamiya NATO Brown and Humbrol Aluminium. Thanks to the annealing process you can now realistically bend and drape the seat belts before attaching them to the seats with Gator Grip PVA glue, which I now use exclusively for this operation as any excess adhesive can be easily removed with a damp brush.

The cockpit is very complete with as much detail as most modellers could wish for, including nicely moulded radios, cannon, and sidewall detail, but it is in the cockpit that I came across Dragon's biggest mistake. Fortunately it is not the plastic but the instructions that are at fault. These are the normal pictorial style that many will be familiar with, but many parts are misnumbered,

MDC dials add the finishing touch to the instrument panel

TECHNICAL DATA

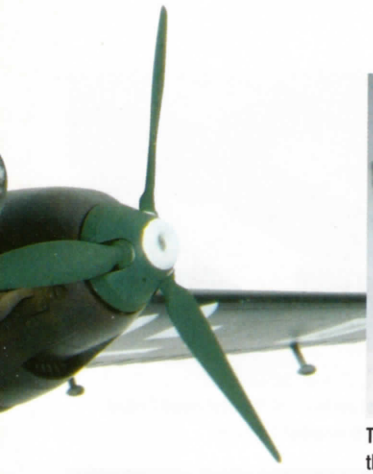
Messerschmitt Bf 110C-7

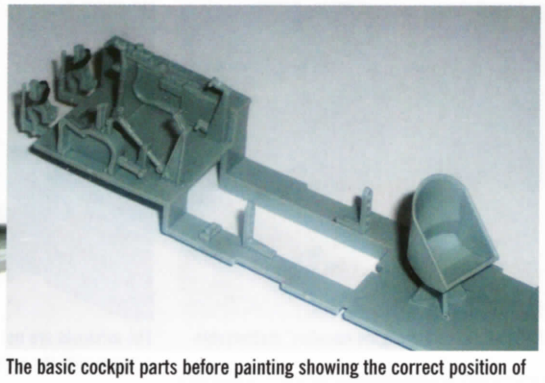
Scale: 1/32	Price: £79.99
Kit No: 3203	Status: New Tooling
Type: Injection Moulded Plastic	
Manufacturer: Dragon	
Sample provided by HobbyLink Japan	

Also Used:
EagleCal Decals EL32119 Bf.110C/D
www.eagle-editions.com

like E46, the port sidewall which is actually D46, or shown in the wrong location like part D20 the ammo rack, which is fitted on the slots in the cockpit floor E14 not E19.

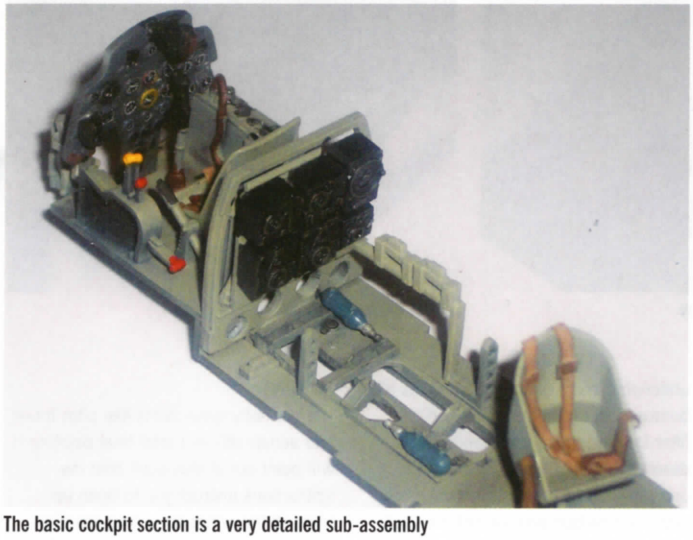
Now these were fairly obvious errors, but less so are the parts that have not made it on to the instructions like D59, a trim wheel that fits to the port side wall or part E3, a conduit that attaches to the starboard sidewall, part E13. I would suggest that before building this





The basic cockpit parts before painting showing the correct position of the ammunition rack

Etched brass seat belts need to be annealed before painting



The basic cockpit section is a very detailed sub-assembly

With the sidewalls and cannon added the cockpit looks almost as good as a resin example

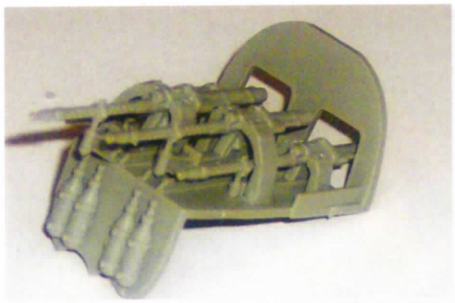
The completed seat belts. Not as impressive as Eduard's pre-painted items, but certainly better than decals or masking tape efforts

kit you need to surf the web for some good cockpit shots or, as in my case, refer to the instructions from the Eduard Bf 110. I cannot help but feel disappointed by these silly errors especially in a kit of this price.

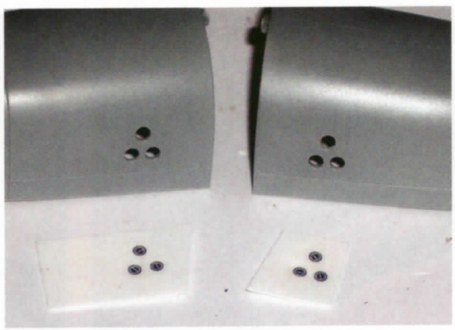
Once you have figured out what goes where you can paint the cockpit, which is predominantly RLM02 with knobs and dials picked out in yellow and red. The radios were painted in NATO black, lightly dry brushed with silver to lift out the detail. The cannon were painted matt black before being brushed lightly with some powdered graphite. I obtain this by lightly sanding a graphite pencil with 400 grit sand paper, and the resulting powder is applied with a brush to surfaces requiring a gun metal blued finish. Once applied I lightly burnish it with a cotton bud until I have a pleasing metallic effect.

With the cockpit completed you can now join the fuselage halves, trapping the completed cockpit, and this and all other joints are an amazingly tight fit with only small amounts of correction fluid needed to make the joins invisible. One of the oddities of this kit is that there are a number of areas where Dragon have supplied full detailing, like the nose gun bay and both engines. These sections are very complete and the only addition I would make is to add some cables from fuse wire.

Interestingly, there is no way of displaying this detail without performing surgery to open the relevant panels – a refreshing change from kits where the unwanted 'extra' is



Nice gun bay - shame you only see the tips of the barrels

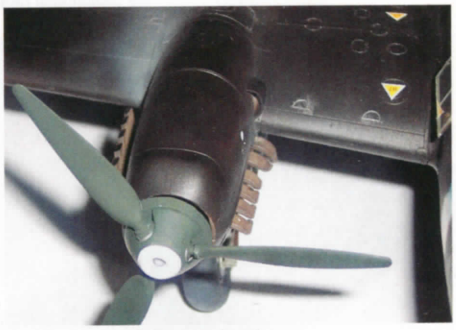


Dials need to be added to the engine nacelles' instruments

The exhausts are not perfect, but the best result I could achieve with the solid-moulded kit parts

Test fitting the undercarriage legs established that these are surprisingly strong

The completed undercarriage bay



Added exhaust staining over the wings

impossible to cover up due to ill-fitting panels, doors etc. Wingfolds are a particular nuisance, and I personally feel that the modeller wishing to display extra detail will have both the skill and the motivation to effect any necessary changes, and the course that Dragon have taken here is the correct one.

When assembling the engines you come across more errors and omissions in the instructions. Parts H4-3 are the clear windows that fit into the cowlings, and on the outside these are painted over but the inner sides are clear and on the real aircraft would reveal a set of dials. These are not supplied in the kit so I placed some Plasticard behind the holes in the cowling and marked their position. Now MDC dials were applied to the Plasticard and once dry this was attached in place. I masked off the holes in the cowling with PVA, and after painting this was picked out with a toothpick and replaced with fresh PVA, which dried clear to represent the glass.

The undercarriage is a little jewel and replicates every detail of the real thing. For once the instructions clearly guide you through the assembly process and though the components are of scale thickness the completed assembly is surprisingly strong.

Alternative parts are supplied for underwing and fuselage bomb racks plus bombs to fit on them, and a tropical filter for the intake, very handy for a desert scheme but also for aircraft operating over the Russian steppes. By now construction was almost complete and all I had left to do was mask off the canopy frames, this was quite a job as there are a lot of them and it took me a couple of evenings. As is so often the case, the day after I finished we received a set of Eduard masks that make this job far easier, and quicker, for an outlay of £6.80.

I normally leave items like pitot tubes and aerials off until after final painting. I will point out at this point that the instructions instruct you to open up holes in the wings for a long rod pitot tube, N29, but this is incorrect for the C variant. They also tell you to fit the L-shaped pitot, N8, which is incorrect for this type as well.

After painting I attached all the aerials and dangly bits plus the rear machine gun. The aerial wire was reproduced with knitting-in elastic, a type of Lycra thread that is easy to attach with superglue and fairly resistant to handling. Other items I had left off were the exhaust pipes, which are easier to paint separately and to attach after assembly. These are the only plastic parts I was disappointed with. The 110 pipes are square sectioned and as moulded the ends are solid. I am not sure if it is possible for slide moulds to produce these with hollowed ends but it is certainly beyond my skills to reproduce 24 times perfectly though I did try using drills and files. Fortunately you get a complete spare set of pipes to practice on, so all was not lost when I ruined my first attempts.

I had delayed fitting the pipes as long as I could hoping that Quickboost would bring out a set of their beautifully cast resin replacements, but instead I had to try and disguise the lack of a hollow end. I started by spraying the

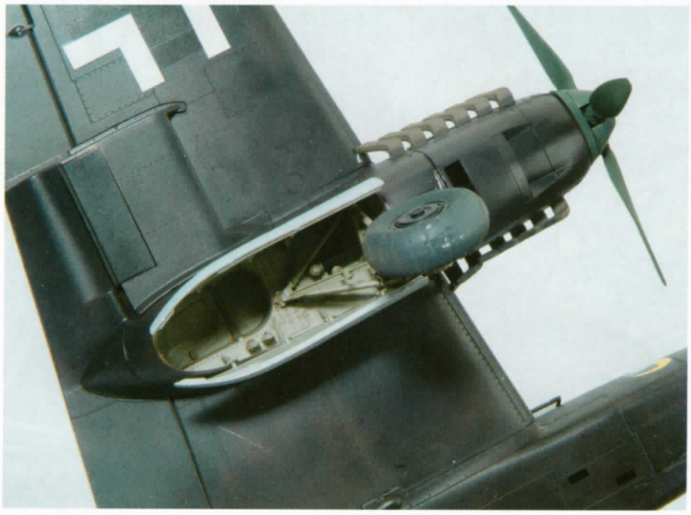
pipes overall in Halfords matt black primer, then applied some thin Tamiya tape along the top before applying a rusty red/brown paint from the Humbrol range (Sorry, I forgot to note the number). Removing the tape revealed the ends of the pipes as matt black squares. Finally the ends were brushed with CMK Stardust soot powder.

Paint and Decals

The kit supplies two decal options, both in day fighter schemes of RLM 74/75/76. The first was in one of Eduard's boxings and carries a Dachshund on the nose, while the second carries the striking wasp nose art of ZG.1 and also has yellow fuselage bands and lower wing tips. The decals are well printed and in perfect register but do not supply any of the numerous stencils applied to the 110 during the early war period. I also knew that nearly all the models I would see based on this kit would have that wasp nose art, so had to find something different.

Fortunately one of my favourite decal manufacturers, Eagle Cal, had announced a series of decals for this kit and one in particular appealed to me as it was in night-fighter black with replacement parts from a day fighter fitted to add interest. I dropped a quick Email to Eagle Cal and by return had a copy of the instructions for their new sheet, which enabled me to get started on painting, and a few days before my self-imposed deadline of Telford 2008 the decals themselves arrived. These sheets are typical of Eagle Cal, featuring explicit instructions and well printed decals and unlike the kit sheets you are supplied with a complete set of stencils, though on a nightfighter aircraft most of these would not be applied.

I started by applying some white paint to the rear fuselage, which was then masked off to produce the white ID panel, and next I gave the model a coat of Halfords matt black primer. Now I made up a mix of Tamiya Black and Hull Red 60/40 then thinned the mix with Tamiya thinners. This mix produces a toned-down black which was sprayed into the centre of all the engraved panels. A couple of overall misting-in coats blended in the centre of the panels with the Halfords black, which remained on the panel lines, and by using this method the monotone overall black finish was broken up.



I now applied some chipping at the wing root and around the access panels with Humbrol Aluminium before adding some earth pastel powders on the walkways and also around the tyres. The good fit of the kits parts meant that I could paint the tail sections in day fighter colours, using XtraColor paints, and then attach them after the rest of the model was completed. Finally I added the exhaust staining to the wings, and one thing to remember is that due to the positioning of the exhaust pipes this staining is above the wing on the outside of the nacelles and below the wing on the inside.

The decals were now applied and as I suspected these performed flawlessly using the Micro Set and Sol system, which enabled me to rapidly finish the model with a coat of Xtracrylix matt varnish.

Conclusion

You can make a stunning model from this kit and it is a shame that the errors in the instructions make this a bit harder than it needs to be. In the current climate my other concern is the price, and you do have to wonder if all the added detail in areas like the engine and nose gun bay added to the cost of the kit and whether it would have been possible to produce both a cheaper simplified version and a deluxe edition with all the detail and added opening panels at a higher cost.

Despite my whinges this has been one of my favourite kit builds in 2008. Some of Eagle Cal's new sheets include some pretty impressive shark mouths that I am sure will feature on my next 110 though I will be waiting until someone releases a set of exhaust pipes.

Our thanks to Jerry Crandall and the team at Eagle Editions for supplying the decals for this build, and to HobbyLink Japan for supplying the review sample some weeks before its UK release.

SAMI

People & Places

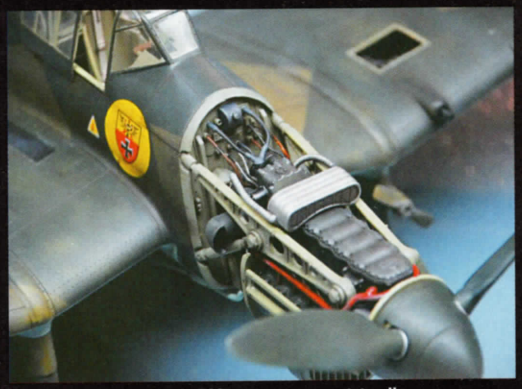
The Biggest Ever Modelling Event!

This year, IPMS Philippines Bert Anido celebrated its 40th anniversary in style with what seems to have been the biggest model show ever. With nearly 700 entrants, and sponsorship from some of the biggest names in the modelling industry the anniversary was planned to coincide with the 6th National Scale Modelling Competition at the Atrium area of SM Megamall from November 24th to November 27th.

Representatives from Trumpeter, Mr. Jackson Xiao, Export Manager and Mr. Gao Yue of the R & D Department, graced the event and Trumpeter, Tamiya, Dragon and Eduard provided model kits for prizes, while SAM Publications provided reference materials and a year's subscription for the winners.

Although the 6th Nationals was considered the biggest event ever hosted by the Club, nobody is resting on their laurels. The new challenge now is to equal or surpass this event when the 7th Nationals comes along.

SAMI



Quality among the nearly 700 entrants was outstanding

Registration commenced at 10pm on the day before the show!

An impressive collection of WW2 types in 1/48

How to avoid the problem of sticky fingers twiddling your props...

That looks like a HobbyBoss kit to me

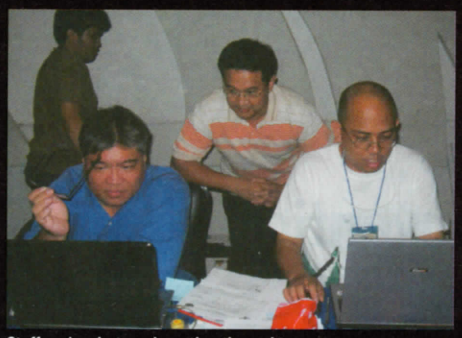
Meet the gang cos the boys are here

It must be this way then...

Ticket sales for the after-party show under way

Show sponsors

Don't point that Dremel at me when it's loaded



Staffers hard at work sorting the red tape

One of the attractions was a display of modelling antiques, which proved both popular and fascinating

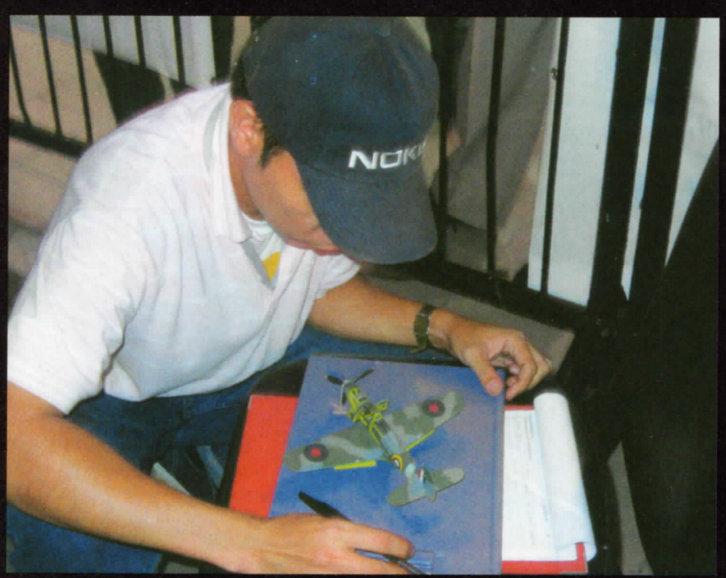
'It's a Tomcat Jim – but not as we know it'

Needless to say there was plenty to buy as well

Exhibits in glass cases is an interesting notion. Just don't breathe too heavily while viewing close up

Judges debate a GR.3. I hope those auxiliary intake doors are dropped!

Visitors were treated to some superb displays



Intense and painstaking judging ensured only the very best entrants won the prizes

Judicial scrutiny weighs the merits of another superb entrant

IPMS USA Column

2009 National Convention

The passing of Christmas and the coming of the New Year heralds a new season of IPMS shows and contests, culminating in the 2009 National Convention. This year, under the IPMS rotation policy, the Convention will be held in the central United States, in Columbus, Ohio to be precise.

Hosted by IPMS/Eddie Rickenbacker, the event will be the third hosted by this club, the others being in 1973 and 1997. This year's dates are from August 19th through to August 22nd. The site for the Convention is the Greater Columbus Convention Center, which was also the site of the 1997 Nationals. Built in 1993, and updated in 2001, the convention center is central to downtown Columbus and just minutes away from Nationwide Arena (home to the NHL Columbus Blue Jackets), Short North (arts district), North Market (farmer's market), the Brewery District, and a short walk to German Village.

The center is also conveniently close to Port Columbus Airport - just ten minutes away. The airport offers direct service to forty-nine destinations with all major carriers. Taxis and shuttles are available to downtown and the convention center. The official convention hotel is the Hyatt Regency Hotel, located onsite with the convention center. The special convention discount rate is $135 per night.

The Convention hosts are planning a number of special tours during the show, but the highlight for the aviation enthusiast has to be the tour of The National Museum of the United States Air Force at Wright-Patterson AFB in Dayton, Ohio. This spectacular museum holds many historic aircraft, including a B-36 and the sole surviving XB-70. Other tours are expected to include the Mott's Military Museum, and the Motorcycle Hall of Fame, while for families, there will be a trip to Columbus Zoo and the Zoombezi Water Park.

The Convention will include all the features that Conventioneers have come to expect from IPMS/USA's premier event, including the contest, seminars, vendor room, the always-popular raffle, the awards ceremony and banquet, plus of course, the chance to see some of the best models and modellers in the world. Registration and model entry forms are now available online, along with full details of categories and awards, at the IPMS 2009 Convention website www.ipmsusa2009.org

With its central location, this year's event is bound to be popular, and once again a 'must attend' event. IPMS/USA invites you to join us – we'll see you there!

Head Judge

IPMS/USA is pleased to announce the appointment of our new Chief Judge. Long-time member and Head Figure Judge Mike Polk, has been appointed to replace Aris Papas as Chief Judge effective for the 2009 National Convention. I'd like to offer my thanks to Aris for his outstanding work over many years, and my congratulations to Mike on his appointment.

● SAMI

Shows USA

April 4th, 2009
Cajun Modelfest XXIV
USS Kidd & Louisiana Veterans Memorial, 305 South River Road, Baton Rouge, LA
Presented by IPMS/Baton Rouge
www.brmodelers.com

April 4th, 2009
MosquitoCon 2009
Wayne PAL, PAL Drive, Wayne, NJ
Presented by IPMS/New Jersey
www.njipms.org

April 4th, 2009
The Themeless Sucker
Anniston Meeting Center, Noble Street, Anniston, AL
Presented by IPMS/Phantom Phlashers
www.phantomphlashers.org

April 4th, 2009
Model Mania 2009
Stafford Center, 10505 Cash Rd. Stafford, TX
Presented by IPMS/Houston
www.ipms-houston.org

April 5th/6th, 2009
BuffCon 26
Knights of Columbus Club, 2735 Union Rd. Cheektowaga, NY
Presented by IPMS/Niagara Frontier
www.ipmsniagarafrontier.com

April 18th, 2009
2009 Kickoff Classic
Santa Clara Conv. Center, 5001 Gt. America Pkwy, Santa Clara, CA
Presented by IPMS/Silicon Valley Scale Modelers
www.svsm.org

April 18th, 2009
IPMS Seattle Spring Show 2009
Renton Community Center, 1715 Maple Valley Hwy, Renton, WA
Presented by IPMS/Seattle
www.ipms-seattle.org/Springshow

April 18th, 2009
IPMS Mid Michigan Annual Contest
Bay City National Guard Armory, I-75 at Wilder Road, Bay City, MI
Presented by IPMS/Mid Michigan Model Makers
www.midmichiganmodelmakers.com/contest.html

April 18th, 2009
ModelFest
Holy Spirit Catholic Church, 1800 SW M150, Lees Summit, MO
Presented by IPMS/West Central Missouri
Mary Nevshemal 816 916-8613

April 24th/25th, 2009
Noreastcon
Clarion Hotel, S 3950 McKinley Pkwy. Blasdell, NY
Presented by IPMS/Niagara Frontier
www.noreastcon2009.com

April 25th, 2009
15th Annual Model Contest
Point of Grace Church, 305 NE Dartmoor Dr, Waukee, IA. Presented by IPMS/West Des Moines
http://ipms-plasticsurgeons.com

April 25th, 2009
IPMS PTC CASM Model Contest
Pulaski Technical College , 3000 W Scenic Dr, North Little Rock, AR
IPMS/Lt. JG Nathan Gordon Central Arkansas Scale Modelers, Dave Branson 501 985-0808

The E-2C Hawkeye in 1/144 scale, by Revell (top) and Bill Boswell's 1/32 Bell FM-1 Airacuda built from scratch seen at the 2008 convention

Shigeo Koike Soars!

Shigeo Koike is one of the finest aviation artists in the world today. He depicts his subjects with almost photographic accuracy, but Koike has more than an observant eye—he has an artist's vision, too. This new book is a collection of his latest work. It includes images of 60 aircraft from all eras of aviation. It features full English and Japanese text, with original Japanese commentary by renowned aircraft researcher Toshio Fujita. The English translation is by HLJ's own Scott T. Hards.

The book itself is beautiful, too: hard-cover, printed on heavy gloss art paper in large, 38 x 28.5cm format. It also includes a dust jacket and a matching cardboard sleeve.

Order your copy from HLJ and we'll send you a free gift: the cardboard sleeve for his previous softcover collection, *Flying Colors 2*!

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BY TREVOR PASK

Eyeball in the Sky

Aviation history books yet to be written may very well see the RQ-1 Predator as one of the key aircraft of the late twentieth and early twenty-first centuries. There were earlier successful unmanned aircraft, but the Predator was one of the first really practical designs. It is also, crucially, a modern aircraft that like the Apache attack helicopter or Stealth Fighter, has been newsworthy enough to enter popular culture.

The Predator is a long-endurance, medium-altitude unmanned aircraft designed for surveillance and reconnaissance missions. The aircraft entered production in August 1997, and commenced service the following year. The Predator was a breakthrough aircraft because it was conceived at a point in time when advances in various technologies – computing, optical imaging, lightweight material and satellite navigation – had all advanced to a point where they could be packaged into a truly practical, revolutionary, and to my mind at least, chilling aircraft.

An MQ-1B Predator unmanned aircraft from the 361st Expeditionary Reconnaissance Squadron takes off July 9 from Ali Base, Iraq, in support of Operation Iraqi Freedom

The Predator was rapidly deployed to Bosnia and the Middle East and was soon put to effective use. The primary mission was surveillance and reconnaissance, but an armed version of the design was evolved, and in 2002 such an aircraft, piloted remotely from the United States, was successfully used to attack a civilian/terrorist target in Yemen. The Predator was subsequently developed into a dedicated attack aircraft – the aptly named Reaper.

The Kit

Just before this kit was announced, I wondered when a mainstream injection moulded kit of an unmanned aircraft would be produced. Italeri seemed to have got there first with this kit of the Predator which was announced at the end of 2007. The kit itself has been moulded in Japan and has been issued by both Platz and Accurate Miniatures as well. The standards of moulding are exemplary, and the sprues even come with protective cardboard covers for some of the more delicate features. In this respect the kit is flawless.

TECHNICAL DATA

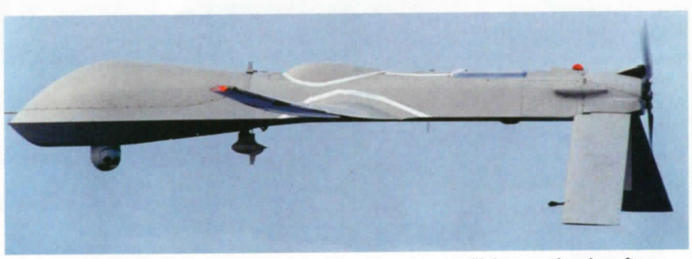
RQ-1 Predator

Scale: 1/72	Price: £9.99
Kit No: 1279	Decals options: 2
Type: Injection Moulded Plastic	
Manufacturer: Italeri	
UK Importer: The Hobby Company	
US Importer: MRC	

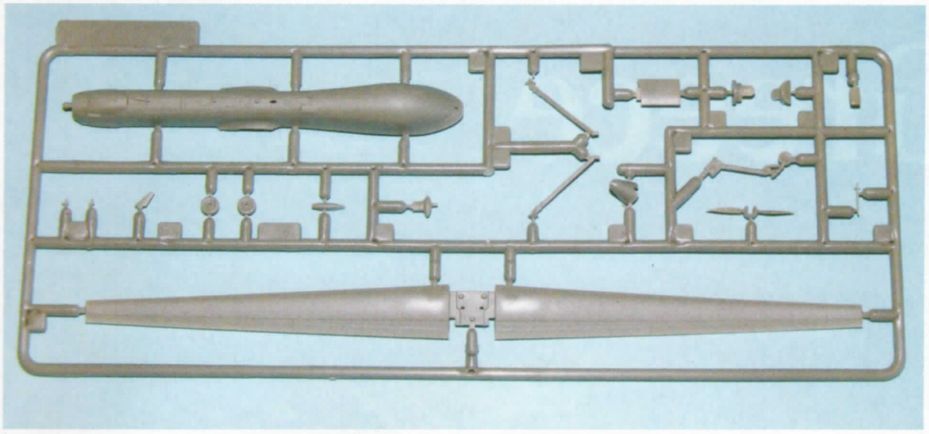
Construction

The kit is simplicity itself to build – a sensor package fits in the nose, the one-piece wing is mounted between the horizontally split fuselage, the fuselage pieces are joined, the fins are added, and the undercarriage and a few blade aerials complete the model.

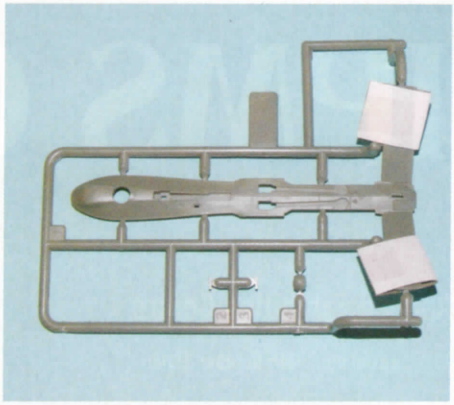
A tiny amount of filler is required around the nose, and some of the smaller parts such as the main undercarriage legs required the odd



Predator UAV flies on a simulated Navy aerial reconnaissance flight near the aircraft carrier USS Carl Vinson (CVN 70) off the coast of southern California on Dec. 5, 1995, the Predator's first maritime mission with a carrier battle group (Petty Officer 3rd Class Jeffrey S. Viano, US Navy)



The main sprue in what is by no means a complicated kit



The fuselage underside – note the protective cardboard on the tail fins

The completed model in its partial black undercoat

General Atomics MQ-1A Predator (USAF Museum)

Detail painting of the model under way

A Humbrol paint tinlet included for size comparison. This is a very small model...

tricky mould line to be removed. There were a couple of slight sink marks on the under surface of the wing which need a smear of filler, as did the slots in the wings designed for the hard points for a future Reaper version of the kit. Two tiny inserts are provided for these slots, but the parts are too small to be usefully employed, and a dab of filler is a better solution in this scale.

The model however is simplicity itself to build and soon the project is at the painting stage.

Painting

The Italeri kit comes with decals for aircraft operated by the USAF and Italian Air Forces. The RAF also operates the aircraft, but although a decal option for this service is not included, the markings carried are simple and could easily be sourced from generic sheets by anyone who wanted to model that particular version.

Both the Americans and Italians finish their Predators in an overall grey scheme, with the USAF favouring a much darker grey than the Italians. I chose to complete my model as the Italian version and used Humbrol 64 as the base colour. This was airbrushed on over a base coat of Halfords Satin Black. The black undercoat enabled the grey to be gradually applied and create a sense of shadow on the underside and around the wing root areas.

Smaller details such as the undercarriage, tyres and propeller were then hand painted using Humbrol enamels. The few panel lines were drawn in using a 2H pencil, and the model coated with Johnsons Klear in preparation for the decals. The small decal sheet is very well printed and the images adhered perfectly to the model. An airbrushed coat of Hannants Matt Varnish then completed the model.

Conclusion

This Italeri kit was a best seller for several weeks in the UK when it was released. The customer is never wrong, but I am a little uncomfortable with the completed model. It looks more than a little eerie when compared to manned aircraft, and seems more appropriate to a science fiction collection. The aircraft is real however, a fact reflected in its high retail price - which at £9.99 in the UK seems to be a little steep for what is a very small model.

Still, this is an accomplished kit of a significant and important subject with more versions on the way. It is easy to build and should be regarded as important for a collection of modern aircraft. No doubt further UAVs will find their way into kit form – a reflection of the detached and impersonal nature of modern warfare.

● SAMI

BY UMBERTO SCIACCHETANO

IPMS Greece

Apollon Exhibition Centre

29th September – 5th October 2008

IPMS committee members and volunteers relax in the aftermath of another successful show

For the second time the annual IPMS Greece modelling competition took place at the very hospitable Apollon Exhibition Centre. It was maybe the most successful contest of the last decade, and received much acclaim from all those who either participated in or visited it.

Most gratifying was the presence of many young modellers (under the age of 18), and there were 422 models in the competition, a record number, which was a great reward for all our efforts over the years to promote the hobby.

The competition was well attended by modellers from outside Athens, also by members of IPMS Cyprus as well as IPMS Italy, and apart from the increased number of models the thing that impressed us most was their quality, a quality that could have stood out in other modelling contests abroad as well.

Worthy of note was the presence of a big sponsor, the Greek aviation magazine Remove Before Flight, plus the contributions given as raffle prizes by two well known publishing houses, namely SAM Publications and Mushroom, a factor that gave an international flavour to the whole contest.

Extending our gratitude to all those involved and hoping to have them again with us next year, we have nothing more to say than "see you next time in Athens."

SAMI

This 1/72 Tamiya Kiwi F4U-1D won gold for Raphael-Angelos Gournas-Kretsis

Monogram's 1/48 Liberator as a Mk III by Michalis Papadakis

Konstantinos Stoumpanos' exceptional A-7E was from the Hasegawa kit in 1/48

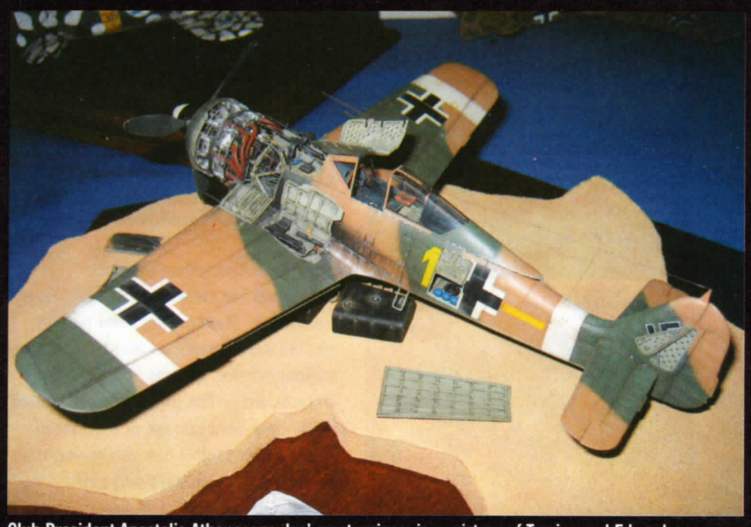
Ioannis Koutalis' 1/72 T-33 won bronze

This 1/48 Revell Me 262 was inspired by the cover of an old Blue Oyster Cult LP!

The bronze medal in category 7B, plus the Plastimodelllismo Store's prize were awarded to Ioannis Doxas for this F-4E AUP

A gold in category 7B for Thedoros Orinos for this F-101 Voodoo finished with a plethora of improvements and a beautiful metal finish, which transformed the old Monogram kit

Academy's 1/48 T-33 in Mexican Air Force markings by Panagiotis Georgkakakos



Club President Apostolis Athanasopoulos' masterpiece is a mixture of Tamiya and Eduard parts in 1/48, as well as much scratchbuilt super-detailing

Winner of a special prize was this Flight of the Phoenix diorama based on Italeri's 1/72 C-119

Hasegawa's 1/32 Dora-9, also commended for Nikos Polychronopoulos

Another silver medal winner was the F-8 II Finback. The kit was by Trumpeter, and built by Spiros Kallikoudis

Hasegawa's 1/48 P-51D won a gold for Michalis Papadakis

A commendation in category 9B was awarded to this F-14A in 1/32 by Alvertos Michailidis

Feedback

Monogram Lines

I have received a copy of issue 7, volume 14 that contains the article about the B-26 Marauder. Several points are worth commenting on based on my unique historical perspective. While working in the Design Department at Monogram Models in the 1970's, I was the individual who gathered the reference data for this model. My father piloted B-26s with the 320th BG, so it is a subject close to my heart.

The comment concerning the Monogram kit that reads '..and while it has an acceptable outline, its raised panel lines and sparse interior furnishings are clear signs of age..' begs a response. The drawings and pattern models were developed from copies of original exterior, general arrangement, and inboard profile drawings that I found in the basement storage at the Martin plant in Maryland. I can assure you that the external dimensions and cross sections are as perfect as can be and are far more accurate than the AMT / ESCI 1/48 parts that were based on the period *Scale Models* magazine drawings that were riddled with errors.

Secondly, I have had the pleasure of studying closely all remaining B-26's in the USA. These aircraft were fitted with milled wing panels that reflect virtually no gap between any of the panels. Even today I would personally favour raised lines over depressed lines. I believe it is misleading to imply that the ESCI kit is superior to the Monogram parts. Those who know the aircraft well simply know this is not fact.

Finally, the review of existing kits overlooks the superb 1/72 Monogram B-26 snap-tite that captures the shapes of an early short-wing/short tail B-26 perfectly.

Regarding 1/32, don't hold your breath!

Robert A Johnson III
Monogram Models 1974-1985
Revell-Monogram 1985-1991

SAMI

Drone Colours

I was one of the team members at Swansea that restored XP924 to flying condition for its transfer to Hurn, and would like to point out some mistakes in the article in the November issue. The colour of the drone Sea Vixen (and all drones) is Golden Yellow (Xtracolour RAF Rescue Yellow) and Post Office Red. The paint was applied to the aircraft with no primer and as a result chipped and faded, and was also matt, which will tone down the red further.

Also there are camera blisters above and below the wingtips and the arrestor hook fairing on XP924 is still fitted.

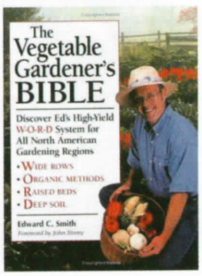
A Woodrow
via email

SAMI

How Does your Garden Grow

I spotted this blooper on the Eduard website re their new 1/72 etched frets for the Eurofighter Typhoon. The modelmakers at Eduard clearly think the 'FLIR' should be renamed 'BLIR.'

Love reading *SAMI* – think the mag is well produced. However, I'd like to see a hints and tips or 'how to' section – I'd like to be able to improve my skills via the mag, and it's all very well saying '...did some weathering...' but how was it done?


The Vegetable Gardener's BIBLE
Discover Ed's High-Yield W-O-R-D System for All North American Gardening Regions
• Wide Rows
• Organic Methods
• Raised Beds
• Deep Soil
Edward C. Smith

I think the *Modellers Profile* is top notch, however I have to insist that an apostrophe should be included in the title, as in 'The Vegetable Gardener's Bible'.

Andrew Clarke
via email

SAMI

Readers' Feedback

The views expressed in this column are not necessarily those of SAM Publications. Readers' address details must be supplied but we will publish them only if the letter is considered to be a request for assistance or further correspondence from the readership.

This page will be used to publish letters we receive from the readership that relate to articles previously published in this magazine. These letters will add to, update or revise such articles.

Send Your Letters To...

Please send your comments, questions and feedback to the editorial address, clearly marked 'Feedback'.

Hints and Tips

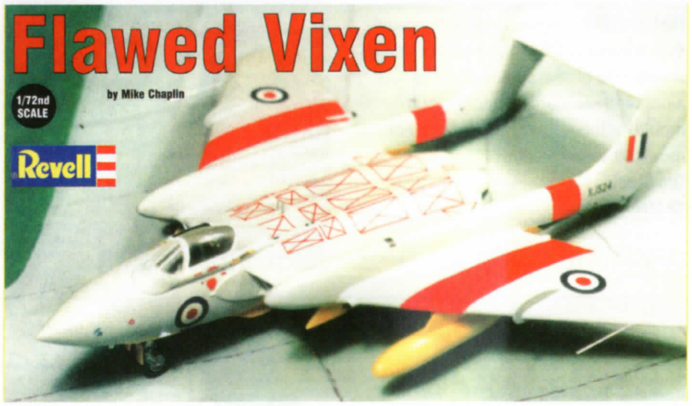
I have recently resumed scale modelling and bought your magazine to get some insight into the world of aviation modellers. Overall, I found it a good read, though I would offer the following suggestions from the point of view of the relative novice.

I reckon that if you include more for the relatively inexperienced modellers you'd be able to entice more people to take up subscriptions. They'd feel like they were getting a programme for learning as well as kit reviews.

Cut down on the reviews of specific kits. This will free up space to include:

a) A 'how to' section written by experts and aimed at the novice/intermediate. Each month you take on a specific technique
b) A glossary and acronym-buster.
c) A 'meet your reader' section - reader profiles.
d) Interviews with manufacturers.

Simon Petts
via email
● SAMI



Old FROG New Tricks

I found the November issue of *SAMI* most interesting as it featured the Xtrakit Sea Vixen. In Volume 5, Issue No.10, October 1999 I did a review on the Revell Sea Vixen explaining all that needed to be done to produce a reasonable replica as the kit, a reissue of the old Frog kit, was seriously flawed and accuracy hardly came into it. With the Xtrakit release I naturally joined the ranks of the many purchasing it. Well, several, as the accuracy was very reasonable. I'm old school – enjoying challenge – and feel sure the Xtrakit Vixen will require some plastic surgery.

Perhaps I may be allowed to raise a point that may be of interest to those who elect to model F(AW).2, 131 E, XJ580, which can be seen at the Tangmere Military Museum, near Chichester. Anyone who has the old Frog decal sheet will need it to portray a model of XJ580, 131 E correctly as the Xtradecal sheet appears to have a few omissions.

First, a slight correction. The port side ejection seat triangle should be placed mid way between the canopy fairing and intake plate, not forward of it. Oh yes, one modeller posted a picture of his Xtrakit Sea Vixen F(AW).2 on the web with a black nose. That applied only to F(AW).1s.

Back to XJ580, 131 E. It was FAA practice to list the flight crew on the port side of Vixens, in white lettering, immediately below the canopy fairing, above and to the left of the roundel. On the starboard side in front of the roundel and just below the fleet number on the grey can be a white silhouette of a Lockheed Neptune, a zap placed by the Royal Canadian Navy. The Royal Australian Navy zapped XJ580 three times. Two dayglow orange kangaroos on the rear starboard boom, and one in yellow on the port boom just above and forward of the 'N' in Navy. The crew lists and zaps are not included on the excellent Xtradecal sheet but I believe all the unofficial markings on the aircraft tell a story, they were put there for a reason.

How do I know these things? I was the instigator in saving XJ580 from the scrapman and arranging for it to go on display in Christchurch, Dorset where Sea Vixens were built. Around the aircraft I formed the Sea Vixen Society and one could say I got to know the aircraft intimately. All was well reported by the media at the time, especially aviation magazines. My five minutes of fame.

I hope the contents of this Email may prove of interest. Modellers do like to get things right.

Mike Chaplin
● SAMI

Hip-Hip

I just picked up SAMI Vol 14 Iss 12 and saw your review of the new HobbyBoss Mi-8T Hip C and spotted a few errors. First off, HobbyBoss have released two separate Mi-8 kits – one purporting to be a Mi-8T Hip-C (the subject of the review) and another of the Mi-8MT/Mi-17 Hip-H. The only trouble

is, HobbyBoss have got it completely wrong and both kits are exactly the same – apart from the option of 'reversing' the tail rotor from starboard to port in the Mi-8MT Hip-H kit.

Like a lot of people, HobbyBoss have not realised that there are more differences separating a first generation Mi-8T from a second generation Mi-8MT/Mi-17 than just a newer engine and a 'reversed' tail rotor. Incidentally, Mi-17 is just the export designation of the Mi-8MT – they are almost interchangeable.

The main visual differences are:

- The Mi-8T has a tail rotor on the starboard side, circular jet pipes with thin pipes attached and longer intakes above the cabin.
- The Mi-8MT and export Mi-17 series have a tail rotor on the port side, oval jet pipes with no piping, shorter intakes, usually with particle separators, a small bulge in the decking just aft of the port jet pipe and an APU in the rear engine decking with an intake to starboard and exhaust to port.

Both the HobbyBoss kits have the latter features - the main difference is that in the Mi-8T Hip-C kit, the instructions have you putting the tail rotor on the starboard side. To make a correct Mi-8T Hip-C, you need to obtain the Pavla correction set, which has a complete replacement for the engine

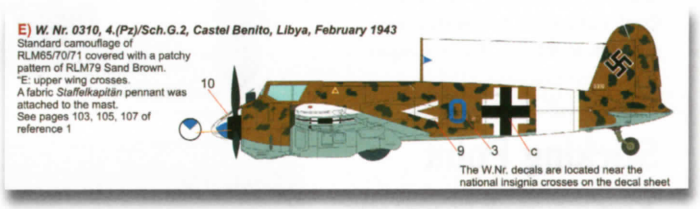
decking with all the changes listed above, and circular jet pipes.

Your reviewer has further clouded the issue by making the supposed Mi-8T version with a Mi-8MT tail rotor on the port side. Apart from the fact that the model as kitted is really a Mi-8MT, the Luftwaffe Mi-8T SAR version he has made – serialled 93+09 – has a starboard tail rotor not a port side one. I don't like to crticise reviewers – but the whole question of identifying the Mi-8 series seems to confuse most people…

On a more positive note, the HobbyBoss Mi-8s are the best kits yet of this ubiquitous helicopter – and are the first kits to get the sloping front windows correct.

Ken Duffey
via email
● SAMI

Cracker Back


E) W. Nr. 0310, 4.(Pz)/Sch.G.2, Castel Benito, Libya, February 1943
Standard camouflage of RLM65/70/71 covered with a patchy pattern of RLM79 Sand Brown.
'E' upper wing crosses.
A fabric Staffelkapitän pennant was attached to the mast.
See pages 103, 105, 107 of reference 1
10
9
3
c
The W.Nr. decals are located near the national insignia crosses on the decal sheet

I would like to make a correction in relation to a statement made in the article 'Panzer Cracker' by Angelo Picardo in Vol. 15, Issue 1, January 2009. On Page 62, Angelo wrote: 'The colour painting and decal guides done by Radu Brinzan, show this aircraft with a red fuselage code and red quarter spinners.'

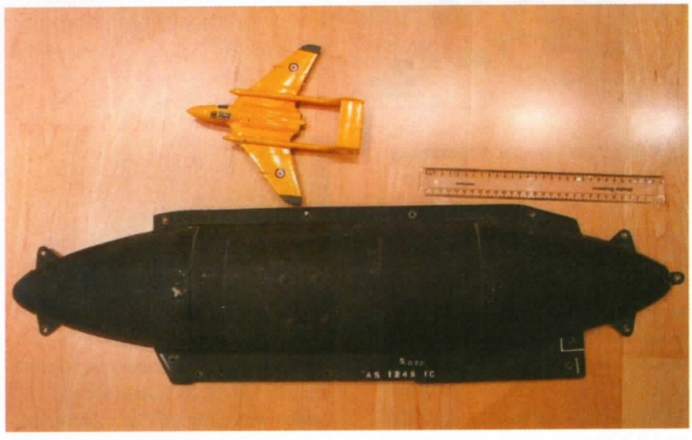
Angelo is right, the printed instruction sheet does indeed show those details in red, but that is simply because of a printing error, which affected a number of instruction sheets, a fact that I am not responsible for. It must be stressed that this affects only the instruction sheet, not the decal sheet itself. The correct artwork for the instruction sheet with the correct colours can be viewed at http://homepage.eircom.net/~radub/Dump/Hs129%20instructions%2029.08.08.pdf

Congratulations to Angelo for the excellent article.

Radu Brinzan
via email
● SAMI

Vixen Mix

I enjoyed the recent piece on the Sea Vixen and the Xtrakit model. I have been involved with keeping XP924 flying for many years and do a bit of modelling. I thought I would draw attention to one detail of the D.3 version that seems to have been overlooked. The aircraft has small bulges above and below the black painted wingtips (four in all), also painted black. They were there, I believe, to house photographic equipment, having a small removable opening on top. They are noticeable



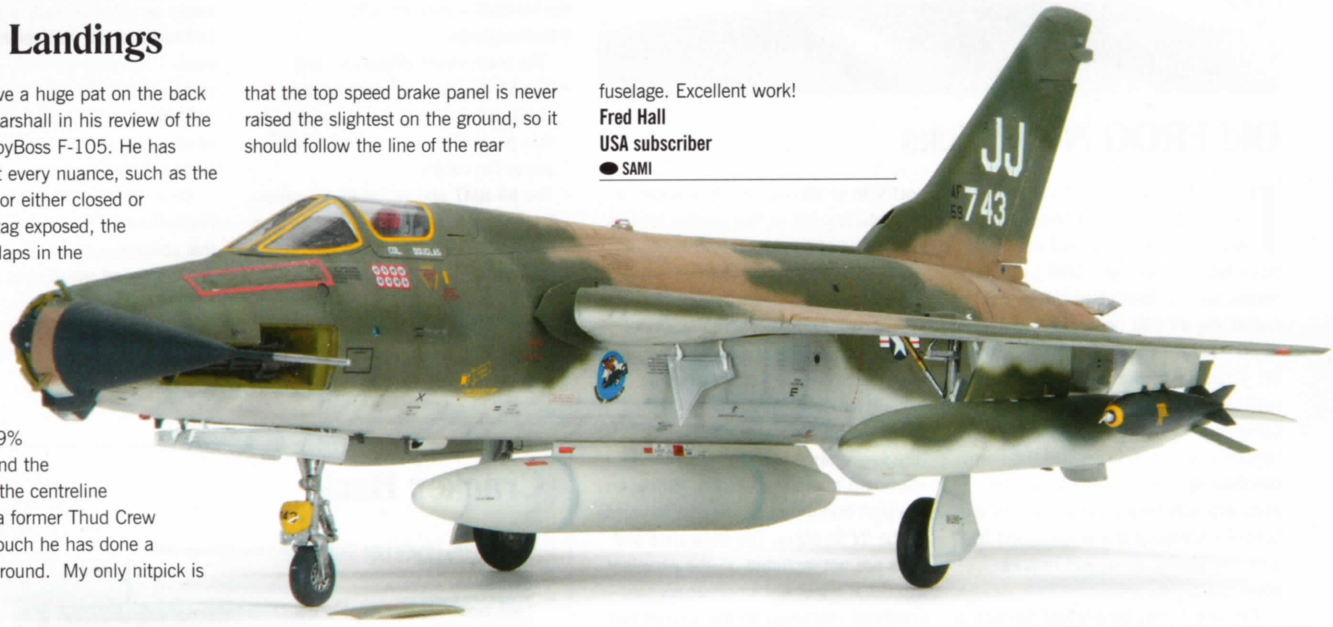
and should be included on models. I am pleased to enclose some photos to show them. They were however removed along with some other internal D.3 equipment at the time that the Vixen was repainted in Red Bull colours (2004). One of the photos shows one of the pods that I kept, along with an earlier model (Frog mould) although the model was not modified with the pods.

Tim Skeet
SAMI

Happy Landings

I want to give a huge pat on the back to Peter Marshall in his review of the 1/48 HobbyBoss F-105. He has caught almost every nuance, such as the drag chute door either closed or having a red tag exposed, the trailing edge flaps in the up position 99% of the time, and the correction on the centreline tank fins. As a former Thud Crew Chief, I can vouch he has done a great job all around. My only nitpick is that the top speed brake panel is never raised the slightest on the ground, so it should follow the line of the rear fuselage. Excellent work!

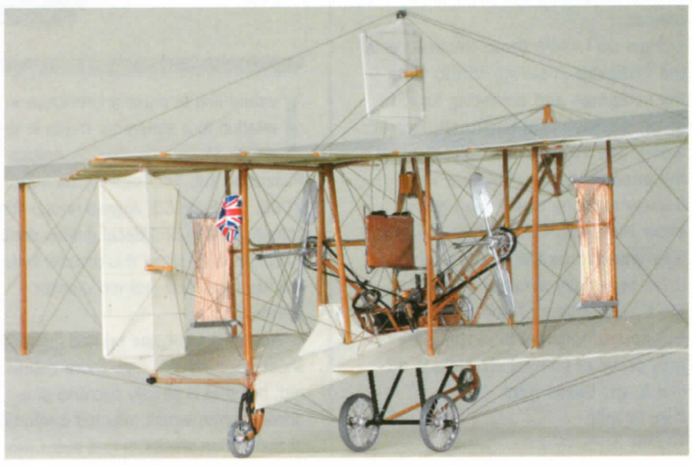
Fred Hall
USA subscriber
SAMI



Sticking Point

I have really enjoyed the recent series of articles on *Building your own Cody Flyer* by Dave Hooper. They are a wealth of information, and I will add them to my library in preparation of someday scratchbuilding a 1/48 scale model of a WWI Short 184 during my retirement years.

In the last article I have *(SAM Vol. 17, Iss 11, Nov. 2008)* Mr. Hooper discusses gluing Plasticard to a balsa core for the water tank, but does not give specific details. In the book *Scale Model Aircraft in Plastic Card* by H. Woodman (1975) there is a discussion (pg. 33) of gluing Plasticard to balsa by first coating the balsa with thin plastic cement, allowing it to dry, then attaching the Plasticard with a further application of the same.



Is this the technique Mr. Hooper used, or does he have other more up-to-date gluing suggestions and techniques, such as using either thin or thick superglue? I am sure other novice model scratchbuilders could use this bit of information.

Wes Miller
Victoria, Texas
SAMI

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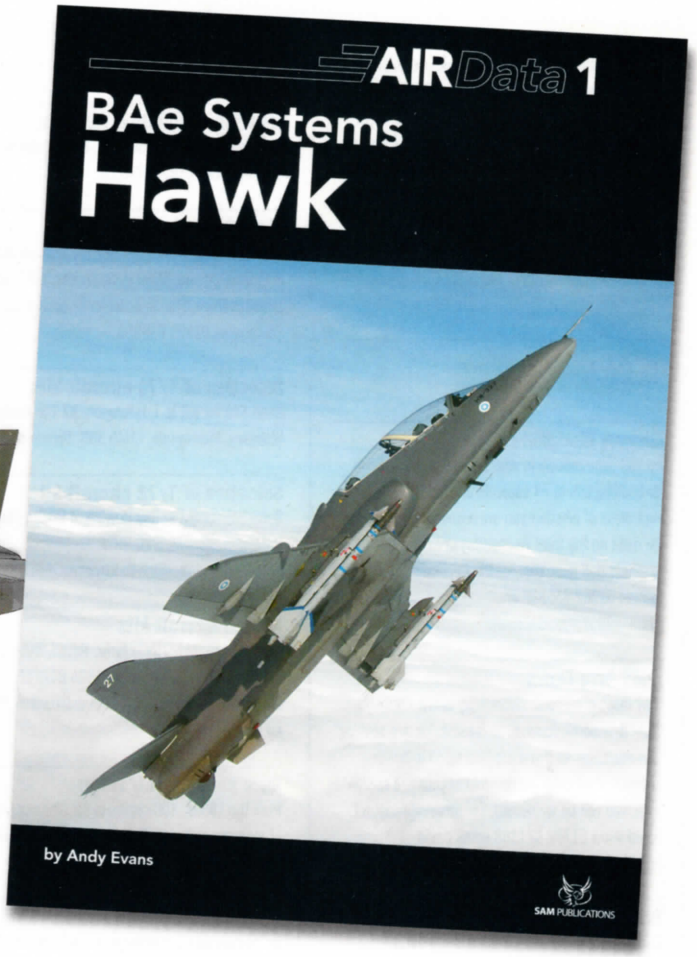

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We welcome modellers who share our enthusiasm for building kits of all subjects and scales, regardless of whether you are a novice or an expert. We meet on the third Wednesday of the month at Ampfield Hall near Winchester. Coontact Gary Jarman 01962 855962 or gjarman2002@yahoo.co.uk

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Windsock, Datafiles, Schiffer books on WWII German aircraft and others. All in good condition. E Jordan 0787 3180517

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Aeroclub conversion for Hunter T.7
in 1/48. Your price – cash or exchange. Thanks for your help. Contact louie3936@aol.com

Hasagawa 1/72 Beaufighter
Unlikely, I know, but does anybody have a spare 'Sprue R' (undercarriage) from this kit to replace one missing from a recently aquired example? Contact Guy Henderson on guy.henderson@clydeport.co.uk or 07919 497769

Any unmade plastic kits wanted
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kit #K838 for Classic Airframes kit. Will pay reasonable price or trade. Contact Lou Isern ~ louie3936@aol.com

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Any kit or completed model
larger than 1/144 of HS748, such as Rugrat Resin or a travel agent's display model in Dan Air colours p 01903 690528

1/48 Monogram Prowler,
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Cutting Edge 1/48 Sukhoi Su-22
exterior super detailing set CEC48082 complete. Please contact Ashley Keates on ~ abkeates@yahoo.co.uk

Twobobs decals either 1/72 or 1/48
for NSWAC F-16A/N. Would accept part sheets. Also Superscale 1/72 F-16N sheets, Black Box 1/48 F-5E cockpit and Isradecal book on F-16C/D. Contact Gary p 01207 501219 or ~ g.vinton@sky.com

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Avian, Veron and Keil Kraft balsa
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HELP

Looking for plans of forward German
airfields in France/Belgium for Battle of Britain period e.g. Caffiers, Wissant etc. Peter Fawke Q 59 Paynesfield Road, Tatsfield Nr. Westerham Kent TN16 2BG ~ peterfawke@aol.com

Hawker Henley Information
I am looking for any references, photographs, drawings or anything related to the aircraft. ~ Jage42tim@yahoo.co.uk p 07986 895946 Q 10 Sker Walk, Porthcawl, Mid Glam CF36 3RA

PEN PALS

I wish to thank all the world-wide
model friends that helped me with Matchbox Norseman decals – really too many to write to everybody. Daniele Lamberti, Via Gasparini nr. 11/1, 24125-Bergamo, Italy

Grumpy old modeller
looking to write to those with interests in WW2 aviation. I started in 1947. Tony Rice Q Casa Mariposa, Macapa 7, 29711 Alcaucin, Malaga, Spain ~ tony_ursula@yahoo.co.uk

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Events

FEBRUARY

Sunday 1st

ModelKraft 2009

will be held at Stantonbury Campus Leisure Centre, Milton Keynes, MK14 6BN, from 10am to 4pm. www.mksmc.co.uk

Saturday 14th

Fleet Air Arm Model Show

Fleet Air Arm Museum,Yeovilton Somerset. Doors open at 10.00 and normal Museum admission prices apply. Jon Jefferies 01935 842638

Sunday 15th

Huddersfield 2009

Huddersfield Sports Centre, Southgate, Huddersfield. HD1 1TW. Hosted by IPMS Wakefield. 10.00–17.00. £3.00 and £1.00 concessions. Contact Alan Paul 07811 358355 or Andy Scholefield 07775 641315

Sunday 22nd

South Cheshire Militaire

Oakley Centre, Crewe. 10am to 5pm, adults £3.50, children and OAPs, £1.50. phone Phil on 01270 256880 (clubs) or Steve on 07914 763626 (traders). www.southcheshiremilitaire.co.uk, email show@southcheshiremilitaire.co.uk

MARCH

Saturday 7th

Flanders Modelling Festival and Contest 2009

at Don Bosco Technical Institute, Salesianenlaan 1, B-2660 Hoboken (Antwerp). Admission free. Contact Eddy Marivoet, Zwanebloemlaan 10, B-2900 Schoten, Belgium, telephone +32(0)495/292.014 (before 8pm), email eddy.marivoet@versateladsl.be Info and registrations: www.ipms-antwerpen.be

Saturday 7th

North Somerset Model Show

at the Locking Castle campus, Weston-Super-Mare. 10.00am to 5.00pm. Traders contact Darren Poyser 01934 516756, clubs contact Jerry Mills 01934 520593 www.finetooth-systems.com/ipmsnorthsomerset/

Sunday 8th

The Northern Model Show 2009

22nd year running! Temple Park Leisure Centre South Shields NE34 8QN. 10am until 4.30pm. £3.00 for adults and £1.50 for children/concessions. Enquiries to G Trotter Grahamjt9@yahoo.co.uk

Saturday 14th – Sunday 15th

The Southern Expo 2009

at Harrow Lodge Sports Centre in Hornchurch. 10am – 5pm Saturday, 10am – 4pm Sunday southernexpo@tiscali.co.uk http://myweb.tiscali.co.uk/southernexpo

Friday 20th – Monday 23rd

IPMS South Africa National Championships 2009

at Air Force Base Swartkops near Pretoria. Home of the SAAF Museum. The championships will be held in the museum hangers amongst the exhibits. For entry details log on to ipmspta.co.za/nats2009 or via the Website ipmssa.org.za

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Andy Scholefield tel 07775 641315

Saturday 28th

RepLIcon XXIV

At Freeport Recreation Center, Freeport New York, USA. Contact Robert DeMaio, LISMS President & Show Chairman taurleo@optonline.net and check www.lisms.org

Saturday 28th – Sunday 29th

9th IPMS Cyprus Exhibition/Competition

at the SKALI cultural centre, Nicosia. Free entry, open competition. Contact (357)99574535 yiokis@cytanet.com.cy

Saturday & Sunday 28th – 29th

IPMS Moorsele 14th Model Show

Model show and competition organised by IPMS Moorsele at OC De Neerbeek at Bissegem-Kortrijk, Belgium, from 09.30 untill 17.30. Information P Debaere, Wulpendammestraat 15, 8630 Veurne, Belgium, 00 32 58 31 73 58, filsoft@pandora.be

Sunday 31st

Hendon Scale Model Show

RAF Museum, Hendon

APRIL

Saturday 4th

Sword & Lance 2009

presented by Darlington Military Modelling Society at the Arts Centre, Vane Terrace, Darlington DL3 7AX. 10.30am to 4.30pm. Model and Militaria displays, Demonstrations, Trade stands and Open Model Competition. £2.00 Adults, £1.00 Senior Citizens and Children. Colin Holmes, 127 Dinsdale Crescent, Darlington, DL1 1EZ. 01325 489801 email colin.holmes@whsmithnet.co.uk

Saturday 4th

Abingdon Model Show

Larkmead School, Faringdon Road, Abingdon, Oxfordshire. 10am – 4.30pm. Contact Simon 079208 75480 or Alan 07666 91207

Saturday 4th

MOSQUITOCON 2009

Presented by New Jersey IPMS at the Wayne Police Athletic Hall (PAL), Wayne, New Jersey. Theme this year is: 'Between the Wars 1919-1939'. Contact Big Bill Schwarz 732-567-3724 (no calls after 9pm) or email tomcatter53@optimum.net. Keep watching our website www.njipms.org for updates

Sunday 5th

Shropshire Model Show

RAF Museum Cosford. Contact 01939 270481

Saturday 18th

Poole Vikings Annual Show

at Parkstone Grammar School, Sopers Lane, Poole, Dorset, BH17 7EA. Commencing at 10.00am until 4.30pm. £2.00 for Adults, £1.00 for Senior Citizens and Children. Contact Jez Thomson on (01963) 32385 or email at poolevikings@tiscali.co.uk

Sunday 19th

East Midlands Model Show

Hinckley Leisure centre

MAY

Sunday 10th

The 9th Gloucester IPMS Model Show

will be held at Churchdown Community Centre, Parton Road, Churchdown, Gloucestershire, GL3 2JH. 10am – 4.30pm. Contact Alan Firbank 01452 610605 afirbank@aol.com or Jeff Brown 01285 659254 gundylunch@sky.co

Saturday 23rd – Sunday 24th

Scale ACT '09

The Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, Canberra, Australian Capital Territory (ACT), Australia. Features scale model displays, competitions, traders, a swap 'n sell, and a dinner on the Saturday evening. www.actsms.asn.au Contact Ike Grieve on (+61) 2 6291 1900

Saturday 30th

IPMS Salisbury's annual Model Show

and Competition 0930 and 1630 at Wyvern College, Church Road, Laverstock, Salisbury, SP1 1RE, UK. Over 45 Clubs, SIG's and Traders, free on-site parking. Contact Don Bartlett, 01985 851113, Email kateanddon@btinternet.com or visit www.IPMS-Salisbury.org

Sunday 31st

Hendon Scale Model Show

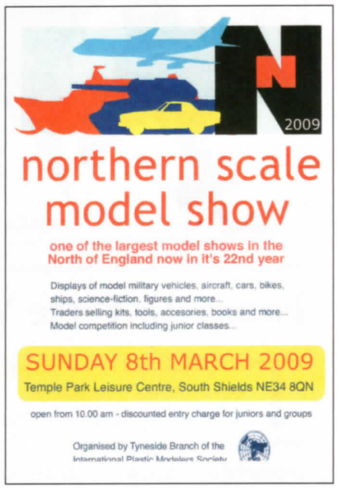
at the RAF Museum, Hendon, London 10.00am to 6.00pm. Free admission and parking. For more info contact hendonmodelshow@yahoo.co.uk

OCTOBER

Friday & Saturday 16th – 17th

JERSEYCON - IPMS USA Region 2 Convention

Presented by New Jersey IPMS at the Holiday Inn in Runnemede, New Jersey (In South Jersey off the lower exits of the NJ Turnpike). Theme: 'To the Nines -1939-2009.' Contact Big Bill Schwarz 732-567-3724 (no calls after 9pm) or email tomcatter53@optimum.net. Keep watching our website www.njipms.org for updates


N
2009
northern scale model show
one of the largest model shows in the North of England now in it's 22nd year
Displays of model military vehicles, aircraft, cars, bikes, ships, science-fiction, figures and more...
Traders selling kits, tools, accesories, books and more...
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SUNDAY 8th MARCH 2009
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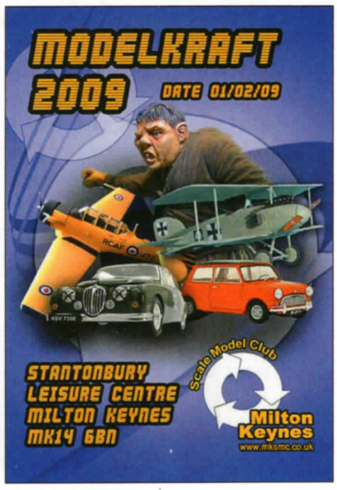
Organised by Tyneside Branch of the



This service is offered free to event organisers who wish to give advance notice of their shows. Send information to:
Events, Scale Aviation Modeller,
Media House, 21 Kingsway,
Bedford, MK42 9BJ, UK
Adverts will be run space permitting. Please note, although every care is taken in preparing this section, SAM Publications cannot be liable for any errors and/or omissions.

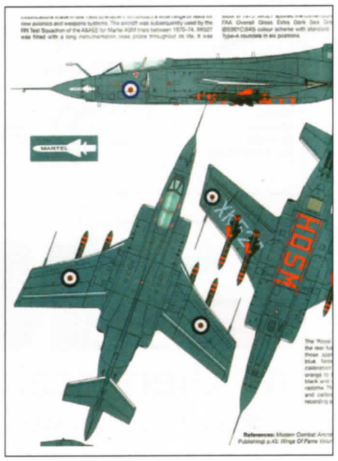
Books

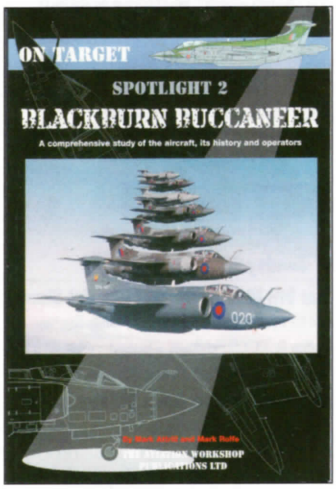
Blackburn Buccaneer

BOOK
On Target Spotlight 2
Author: Mark Attrill and Mark Rolfe
Publisher: The Aviation Workshop
ISBN: 978-1-904643-21-0
Format: Softback, 100pp

The combination of one of the most attractive post-war aircraft and an On Target Spotlight simply begs an excess of superlatives. Fortunately a degree of self-control is a necessary adjunct to Editorial responsibility, so I will try not to gush...

This latest work combines the artwork

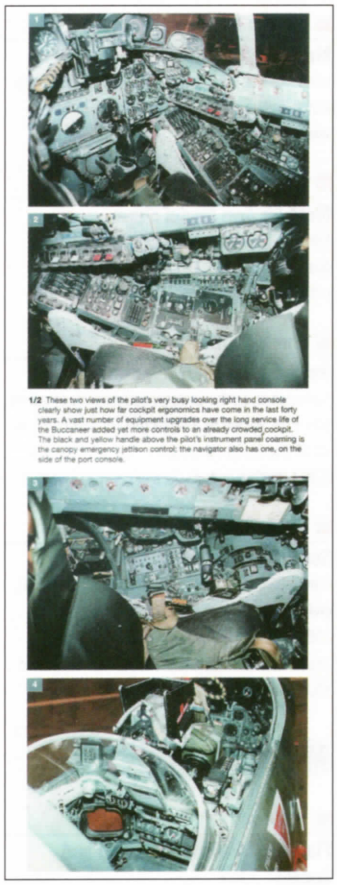




and colours and markings information for which these books are so highly regarded with an impressive 'in detail' walk around section. The profile artwork is comprehensive, and all aspects of the aircraft's service are covered meticulously, with four-views for each marking scheme. Full details on weapons and stores are provided, as well as plenty of colour photographs.

This book is a real inspiration, and is a classic case of the book coming before the model, rather than one purchased to assist with a project underway. Very highly recommended.

Gary Hatcher
SAMI



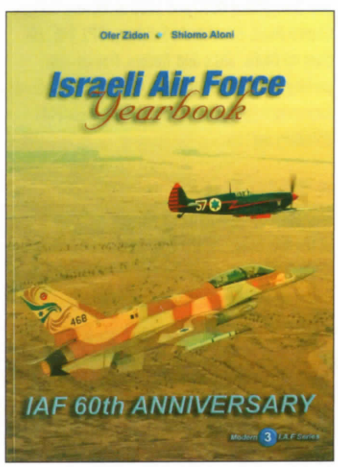
1/2 These two views of the pilot's very busy looking right hand console clearly show just how far cockpit ergonomics have come in the last forty years. A vast number of equipment upgrades over the long service life of the Buccaneer added yet more controls to an already crowded cockpit. The black and yellow handle above the pilot's instrument panel coaming is the canopy emergency jettison control; the navigator also has one, on the side of the port console.

Israeli Air Force Year Book

BOOK
2007/2008 IAF 60th Anniversary
Author: Shlomo Aloni & Ofer Zidon
ISBN 978-9657371022
Publisher: Wizard Publications

The latest Israeli Air Force Year Book continues the proven formula combining informative texts with some truly stunning photography. This year the authors have abandoned the dateline format and have divided the book into chapters covering highlights in the IAF year.

All the operational front line types in service are covered in this book, from the well known fighters, bombers and helicopters to the rarely covered support types like the Gulfstream G550 Fish Eagle, a biz jet that is just covered in lumps and bumps. Older types also get a look-in as the chapter dealing with the 60th Anniversary of the First Fighter



Squadron includes the Spitfire and Bf 109.

This title is distributed in the UK by Bookworld Wholesale and for worldwide distribution details you can contact the author by email at oferz@netvision.net.Il.

DF
SAMI

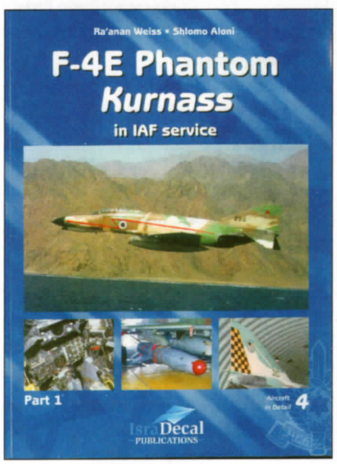
F-4E Phantom Kurnass in IAF Service

BOOK
Part 1
By: Ra'naan Weiss & Shlomo Aloni
Publisher: Isra Decal
ISBN: 978 965 7220 05 4

Isra books are divided into two ranges. First we have the Aircraft of the IAF series, which covers the operational history of the type, the second is the Aircraft in Detail series, of which this work on the F-4 Phantom is the latest.

This range is aimed at the modeller with only the first twelve pages being given over to history. The rest of the 90+ pages supply a complete photographic record of the type, and I do mean complete. Finally we have a foldout set of plans by Willy Peters and a selection of three dimensional drawings of details like the undercarriage and Ejection seats.

This is a wonderful book and a must



have for anyone with an interest in the Phantom or the IAF. I look forward to further parts which will cover the Kurnass 2000 and Recon versions.

This title is available form from most aviation orientated bookshops and of course direct from the publishers own web site at www.isradecal.com.

DF
SAMI

Gloster Meteor

The Gloster Meteor is not a type that immediately springs to mind when you think of aircraft used by the Israeli Air Force, but the Meteor was their first operational fighter, night fighter and trainer, and had a successful career before being replaced by French types in front-line usage, although it soldiered on in second-line duties until the late 1960s.

This book fully covers the history of the type using both colour and black and white photographs, many of which are published here for the first time. The text is very informative and gives a complete history of the type's operational service including pilot details, something that would have been impossible just a few years ago.

BOOK

By: Ra'naan Weiss
Publisher: Isra Decal
ISBN: 978 965 7220 10 8

Any Isra title is going to be the definitive refrence on Israeli subjects as no one else has such access to the men, machines and records of the Israeli Air Force as Ra'naan Weiss, and long may it continue.

This title is available form from most aviation orientated bookshops and of course direct from the publisher's own website at www.isradecal.com.

DF

SAMI

Heinkel He 100 Record Breaker

This is a beautiful aircraft of which, up until now, very little in the way of reference has been available. This book is great not only for filling the gaps in our knowledge regarding the He 100 but also in covering some of the other world record aircraft of the Inter War Years, such as the He 64, He 70, He 112 and my absolute favourite (model manufacturers please note) the He 119.

The reference photographs are many and first rate, as are the beautiful colour plates of the various test aircraft, and as a reference book for the avid modeller or history buff, this book fits the bill. Like the other books in this series I can highly recommend it to all.

BOOK

Military Aircraft In Detail
By: Erwin Hood
Publisher: Midland Publishing
ISBN : 978-1-8578-0260-3

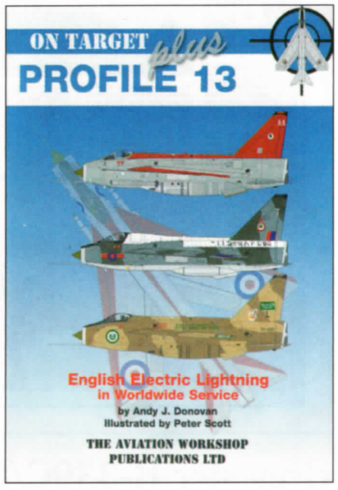
Phillip Ware

SAMI

English Electric Lightning

BOOK

In Worldwide Service: On Target Plus Profile 13
Author: Andy J. Donovan
Publisher: The Aviation Workshop
ISBN: 1-904643-28-0
Format: Softback, 88pp



Suddenly everyone is making Lightnings, and all those decal sheets we've been hoarding for years have come into their own. Time for a little inspiration – and what a way to get it! Page after page of lavish colour artwork, with hefty erudite captions, make this a must for any fan of the aircraft. If colours and markings are your thing, then sit back and enjoy the ride. Superlative.

GH

SAMI

Macchi C.205 Veltro

The only thing better than Squadron's Walk Around books, when it comes to really covering an airframe, is a Squadron Color Series Walk Around book! This present volume follows the traditional format, and depicts this most attractive of Italian fighters from every angle, looking in every vent, hole, and crevice, and leaving very few stones unturned. If you want a superdetailing reference, then look no further, as there is nothing left to add to this one. Recommended.

BOOK

Walk Around Color Series
Author: Maurizio Di Terlizzi
Publisher: Squadron Signal
ISBN: 978-0-89747-572-3
Format: Softback, 80pp

Barry Brine

SAMI

Junkers Ju 287

More than just another Luft '46 project, the Ju 287 was an extraordinary machine made up of parts from the He 177 and the Ju 88. The forward-swept wing configuration was revolutionary for its age.

Drawings, plans, computer generated graphics and more period photographs than you might have imagined existed illustrate the full and comprehensive text, and the post-war history of the aircraft's development in the Soviet Union is followed through to its conclusion.

An attractive book for the bibliophile, and a useful one for the modeller approaching this rare subject, this volume is a winner all ways.

BOOK

Germany's Forward Swept Wing Bomber
Author: Stephen Ransom and Peter Korrell with Peter D. Evans
Publisher: Ian Allan
ISBN: 978-1-903223-92-5
Format: Hardback, 160pp

Martin Cullen

SAMI

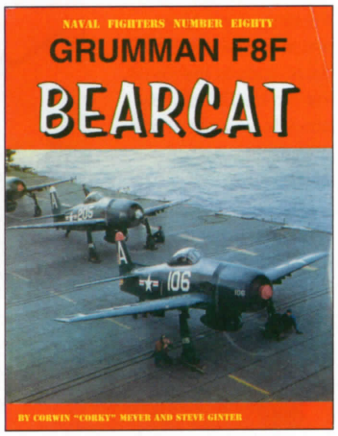
Grumman F8F Bearcat

With the release by Trumpeter of a 1/32 Bearcat family many modellers will be looking for a reference for the type and who else but Steve Ginter to the rescue? It is hard to believe that this is the 80th book in his successful Naval Fighters series and this timer he has joined forces with regular co-author and former Grumman test pilot Corky Meyer.

The format of these books is well established using period photographs, many never published before, and factual text to illustrate the development and operational history of the Bearcat.

A bit more colour content than the five photographs on the cover would have been welcome even at a slightly higher cover price, but the most major

BOOK
Naval Fighter No.80
By: Corwin 'Corky' Meyer and Steve Ginter
Publisher: Steve Ginter Books
ISBN: 0-942612-80-9



omission is the lack of information on the export users of the type, which is a shame as Thailand had some very attractive markings on their Bearcats and of course France and South Vietnam were the only countries to use the type in war operations.

Despite these minor reservations this is still the best book on the type I have seen and as a modeller's resource really can not be beaten.

DF

● SAMI

MiG-21F/U

This latest book features a profusion of black and white and colour photographs and line diagrams for illustration. There is also a four-page section of colour plates containing schemes used in service by various world air forces.

The beauty of this volume for the modeller and super detailer is that there must be photographs of every square inch of the aircraft, cockpit detail, engine detail, weaponry and stores location, and all these sub-sections are presented in both colour and black and white.

Apart from the text synopsis of the first chapter, covering pre-production, test, service, and development, by far the biggest part of the book is made up of reference photographs and there is accompanying English text for all photographs. Recommended to all those interested in this aircraft.

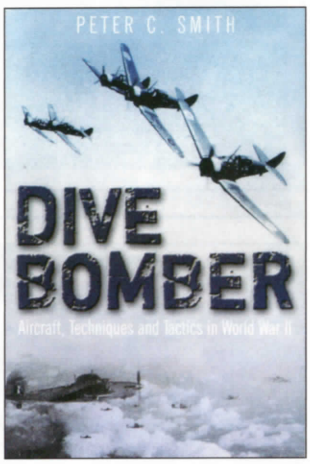
Phillip Ware

● SAMI

BOOK
Jet Age Wings Line: MiG-21F, F-13, U, Shenyang J-7, Chengdu J-71/F-7A, J-711/F-7B, Guizhou JJ-7/FT-7
Author: Jaroslav Matoulek, Michal Ovcacik, Ivo Pavlovsky, Karel Susa
Publisher: 4+ Publication
ISBN: 978-80-87045-01-5
Format: Hardback, 96pp

Dive Bomber

BOOK
Author: Peter C. Smith
Publisher: Casemate
ISBN: 978-1-932033-748
Format: Softback, 378pp



Not so much a modeller's book, but one that tells an interesting story well, documenting the history and development of dive-bombing tactics from 1911 onwards. There is a lot of new information brought to light by the research that has gone into this volume, much of which has not been collated in this fashion before.

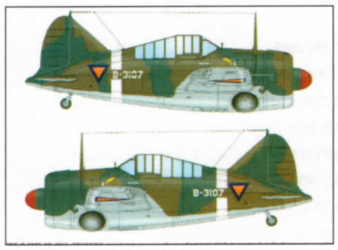
Recommended for those with an interest in aviation history.

Jonathan Laver

● SAMI

Brewster B-339C/D/-23

Written in bilingual Dutch and English, the book covers the history, operational use, camouflage and markings of the ML-KNIL's B-339C and D export versions of the Buffalo in the opening stages of the war in the Far East. There are scores of contemporary period photos, including the Buffalo Mk Is taken over from the RAAF and the later development B-339-23s which were delivered too late to see active service, and eleven pages of full-colour camouflage and markings profiles and four-views.



Dutch Profile have also produced a decal sheet in 1/72 and 1/48 to accompany the book based upon the colour camouflage and markings artwork. If you're building a Buffalo in ML-KNIL markings then this book will be an indispensible reference and is unreservedly recommended.

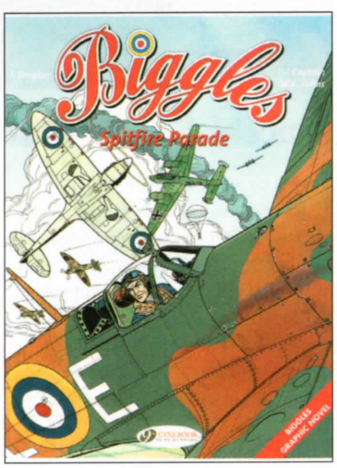
Neil Robinson

● SAMI

BOOK
Author: Gerard Casius and Luuk Boerman
Publisher: Dutch Profile Publications
ISBN n/a
Format: Softback 44pp

Biggles Spitfire Parade

BOOK
Author: F. Bergese
Publisher: Cinebook
ISBN: 978-1-905460-54-0
Format: Softback, 56pp



Last year we reviewed the previous release from this source – a tremendously enjoyable graphic novel in which Biggles won the Falkland's War. Now he's back in a Spitfire, and it's as much fun as ever. Lots of gallantry and chivalrous jousts in the sky characterise this ripping yarn – and check out Ginger's whiskers!

GH

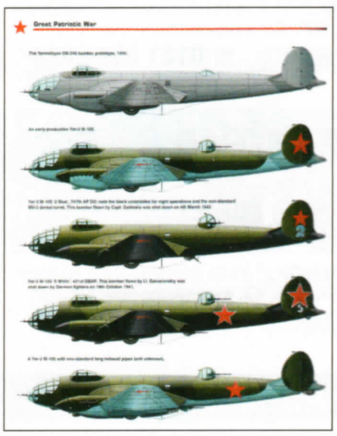
● SAMI

Soviet Air Power in WW2

BOOK
By: Yefim Gordon
Published by: Midland Publishing
ISBN: 978-1-85780-304-4
Format: Hardback, 528pp

Where do I begin? The book is an exquisite compilation of text, black and white photographs and colour plates of all Soviet aircraft, heavy bombers, light bombers, fighters, seaplanes, ground attack and reconnaissance types. There is also a section (with colour plates) of aircraft of other countries in Soviet Markings as used by Russia during WW2. All aircraft are in here, even the esoteric one-offs, early Russian jets and rocket planes.

For those interested in diorama modelling the many photographs depicting aircrew and ground crew with accompanying paraphernalia would also be invaluable aids in correctly depicting an historical event.



I love this book, and it should take pride of place in anyone's collection. Highly recommended to all with an interest in the subject.

Phillip Ware

● SAMI

Campini Caproni

A difficult and little-known subject is brought to life in fascinating and intricate detail by the authors, basing their research largely on documentary evidence and contemporaneous archive material. If you did not know that the Italians had constructed two jet prototypes as early as July 1940, then perhaps this book will offer up a few more surprises. Possibly of marginal value to most modellers, this bilingual – Italian and English – volume offers a fascinating story for those with a general interest in aviation history.

BOOK
The History and Technical Development of the First Italian Jet Aircraft
Author: Robert Bettiolo and Giancarlo Marcozzi
Publisher: IBN
ISBN: 88-7565-056-X
Format: Softback 176

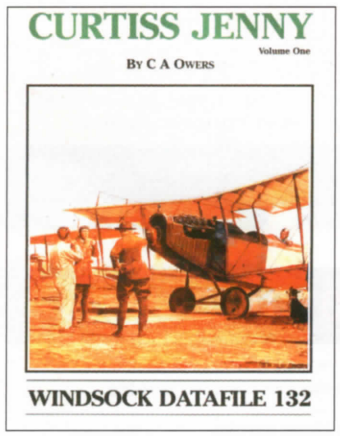
JT

● SAMI

Curtiss Jenny Volume One

A timely release, with the reissue of the Olimp kits. This follows the usual Windsock format and is an important and valuable addition to the series. Highlights are the six pages of scale plans in 1/72 and 1/48, rigging diagrams, and, of course, the many photographs, both close-up and in action, of this significant type.

BOOK
Windsock Datafile 132
Author: C.A. Owers
Publisher: Albatros Productions Ltd.
Format: Softback, 36pp



Windsock Datafiles are designed with the modeller in mind, and waste neither space nor effort in presenting the information we need. Reccomended.

GH

● SAMI

Warbirds Collection No.2

CD-ROM
Product No: 3004
Publisher: Aero Research
Format: CD-ROM

Features 151 hi-resolution images of 49 different ex-military aircraft.

GH

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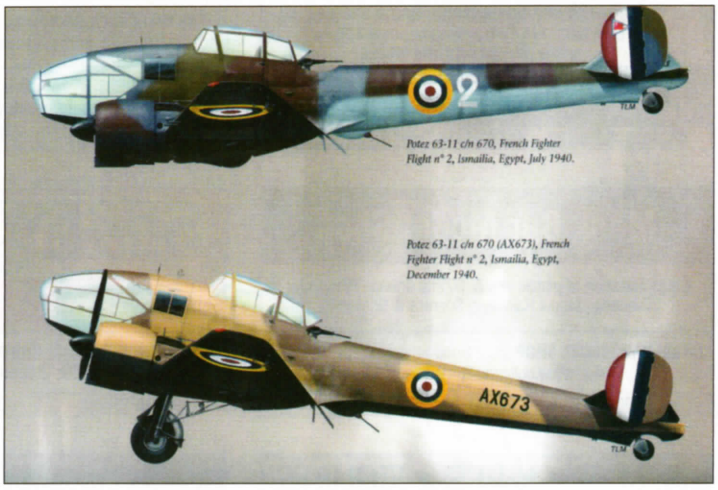
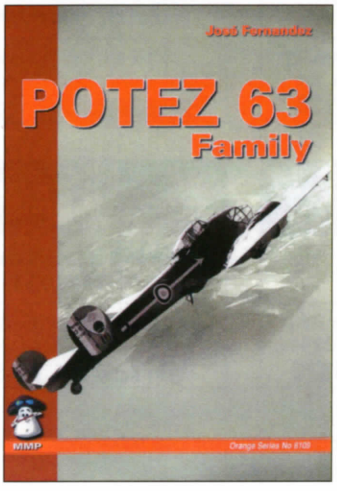

Potez 63-11 c/n 670, French Fighter Flight n° 2, Ismailia, Egypt, July 1940.
Potez 63-11 c/n 670 (AX673), French Fighter Flight n° 2, Ismailia, Egypt, December 1940.
AX673

Potez 63 Family

This latest Mushroom Model Publications Orange series softback is a bumper reference guide to this French twin and covers all the variants including the '630, '631, 63-11, '633 and '637. As with all the books in this series there is a detail photos section, covering the different areas of the aircraft, such as fuselage, cockpit, wings etc. The many helpful photographs are accompanied by a number of factory manual drawings, ideal for the modeller.

BOOK
Author: Jose Fernandez
ISBN: 978-83-89450-65-4
Publisher: Mushroom Model Publications
Format: Softback 176pp



The colour profile drawings section features no less than eighty examples and the schemes are certainly diverse. As you might expect, aircraft in French markings dominate, but also represented are examples of Polish, Yugoslav, Swiss, Greek, Rumanian, German, Italian and Spanish machines and even a number of Potez 63-11s in RAF service.

This is an excellent reference and wholeheartedly recommended to anyone modelling French World War Two aircraft.

Neil Robinson

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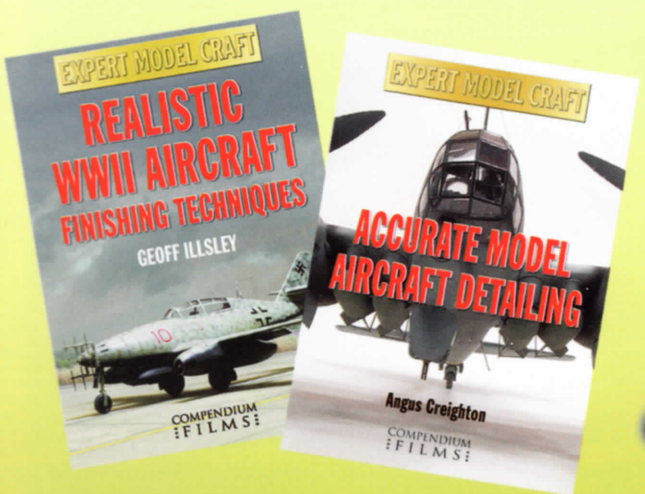

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